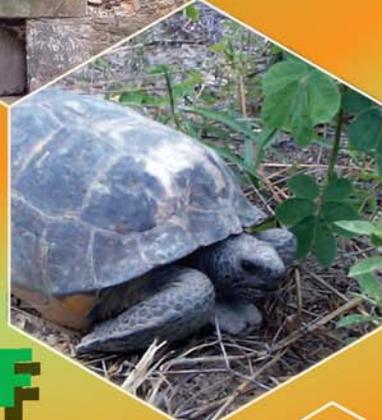


FACT BOOK 2004



**GEORGIA
DEPARTMENT OF
TRANSPORTATION**

**The
Georgia
Department of
Transportation provides a
safe, seamless and sustainable
transportation system that
supports Georgia's economy
and is sensitive to its citizens
and environment.**

Executive Editors:

Director of Communications

Vicki Gavalas

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Karlene Barron

Assistant Director Internal Communications

Lillian Jackson

Publications Coordinator

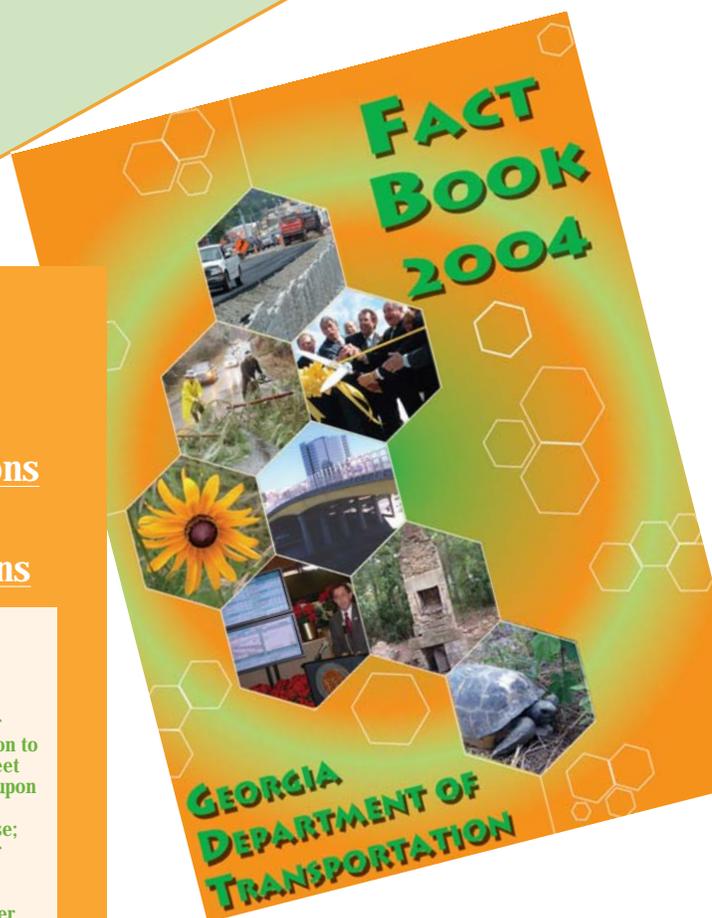
Nicholas Hynes

Editor/ Design & Layout

Katina Lear

About the cover:

Top (clockwise direction):
Roswell Road repairs to a
collapsed retaining wall;
Georgia DOT Commissioner
Linnenkohl cutting the ribbon to
officially open the 17th Street
Bridge; 17th Street Bridge upon
completion; Spear house;
Endangered Gopher Tortoise;
Georgia DOT Commissioner
Linnenkohl introducing the
NaviGator Plasma Screens;
Black-eyed Susan and winter
weather clean-up



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FAST FACTS

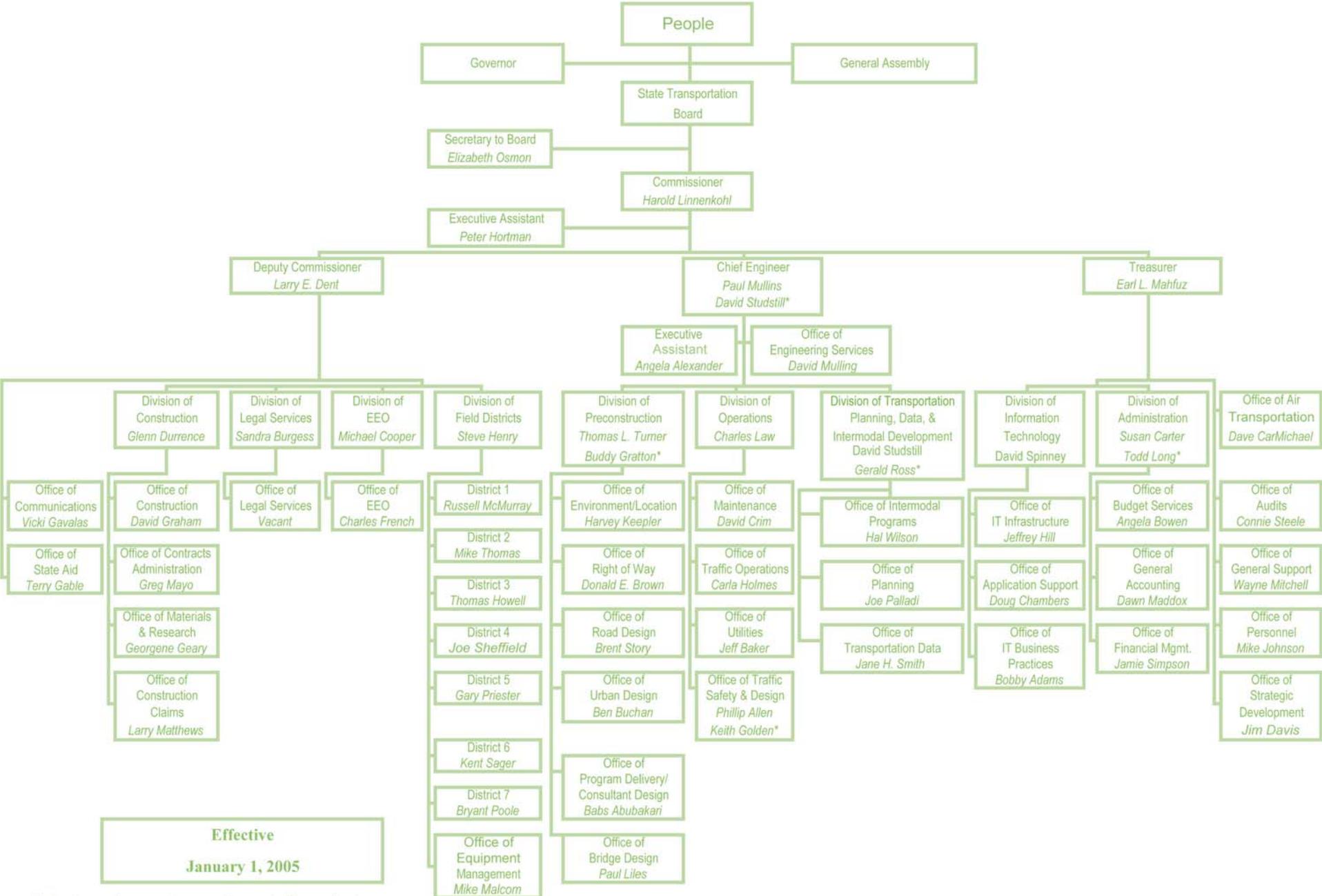
The State Board of Transportation and the nearly 6,000 employees of the Georgia Department of Transportation are determined to provide the residents of Georgia with the most efficient transportation system in the nation.

Today, Georgia's transportation system encompasses 114,862 miles of public roads, 4,836 miles of railroad, 103 publicly owned airports and four shipping ports. The Department also serves the mobility needs of residents through 13 urban-transit systems and 96 rural-transit systems.

The Department is recognized nationally for its leadership in transportation management as demonstrated through NAVIGATOR, Georgia's high-tech Intelligence Transportation System. This system monitors more than 300 miles of highway through the use of over 1,500 state-of-the-art video cameras, 97 changeable message signs and data management technologies to relay real-time traffic conditions — 24 hours a day — to the Wayne Shackelford Transportation Management Center. Other measures used to control traffic congestion and air pollution include 90 miles of HOV lanes, 103 Park and Ride lots and 2,943 miles of bicycle and pedestrian routes.

With a total budget of nearly \$2 billion, the Georgia Department of Transportation is dedicated to providing the public with a transportation network for the 21st century.

ORGANIZATIONAL CHART

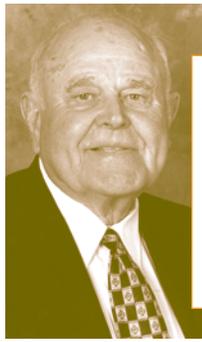


Effective
January 1, 2005

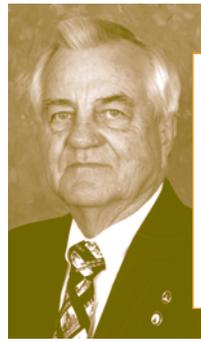
*Indicates replacement upon retirement of incumbent



District 1
Harry Dixon
 1303 Coral Rd.
 Waycross, GA 31326
 (912) 283-6527
 Fax (912) 284-1108
Term Expires 4-15-05



District 2
W.P. Billy Langdale
 Post Office Box 1088
 Valdosta, GA 31603
 (229) 242-7450
 Fax (229) 333-2534
Term Expires 4-15-08



District 3
Ward Edwards
 Post Office Box 2160
 Butler, GA 31006
 (478) 862-5535
 Fax (478) 862-9267
Term Expires 4-15-08



District 4
Brad Hubbert
 P.O. Box 360990
 Decatur, GA 30087
 (404) 247-9043
Term Expires 4-15-06



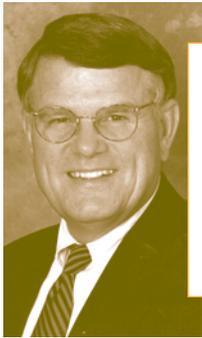
District 5
Emory McClinton
 132 E. Lake Dr., SE
 Atlanta, GA 30317
 (404) 377-5101
 Fax (404) 371-7335
Term Expires 4-15-08



District 6
Johnny Gresham
 1200 Johnson Ferry Rd.
 Suite 360
 Marietta, GA 30068
 (770) 579-9188
 Fax (770) 579-9189
Term Expires 4-15-05



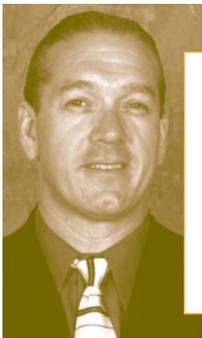
District 7
Garland Pinholster
 1770 Flat Bottom Rd.
 Ball Ground, GA 30107
 (770) 735-3928
 Fax (770) 753-3928
Term Expires 4-15-09



District 8
Sam Wellborn
 10011 Chattsworth Rd.
 Midland, GA 31820
 (706) 561-2086
 Fax (706) 562-0271
Term Expires 4-15-07



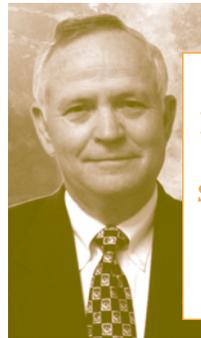
District 9
Bill Kuhlke, Jr.
 P.O. Box 1693
 Augusta, GA 30903
 (706) 364-2760
 Fax (706) 364-2762
Term Expires 4-15-09



District 10
Mike Evans
 1695 Juliette Lane
 Cumming, GA 30040
 (404) 291-9302
 Fax (770) 889-5282
Term Expires 4-15-08



District 11
David Doss
 Post Office Box 431
 Rome, GA 30162
 (770) 291-9191
 Fax (706) 291-1205
Term Expires 4-15-06



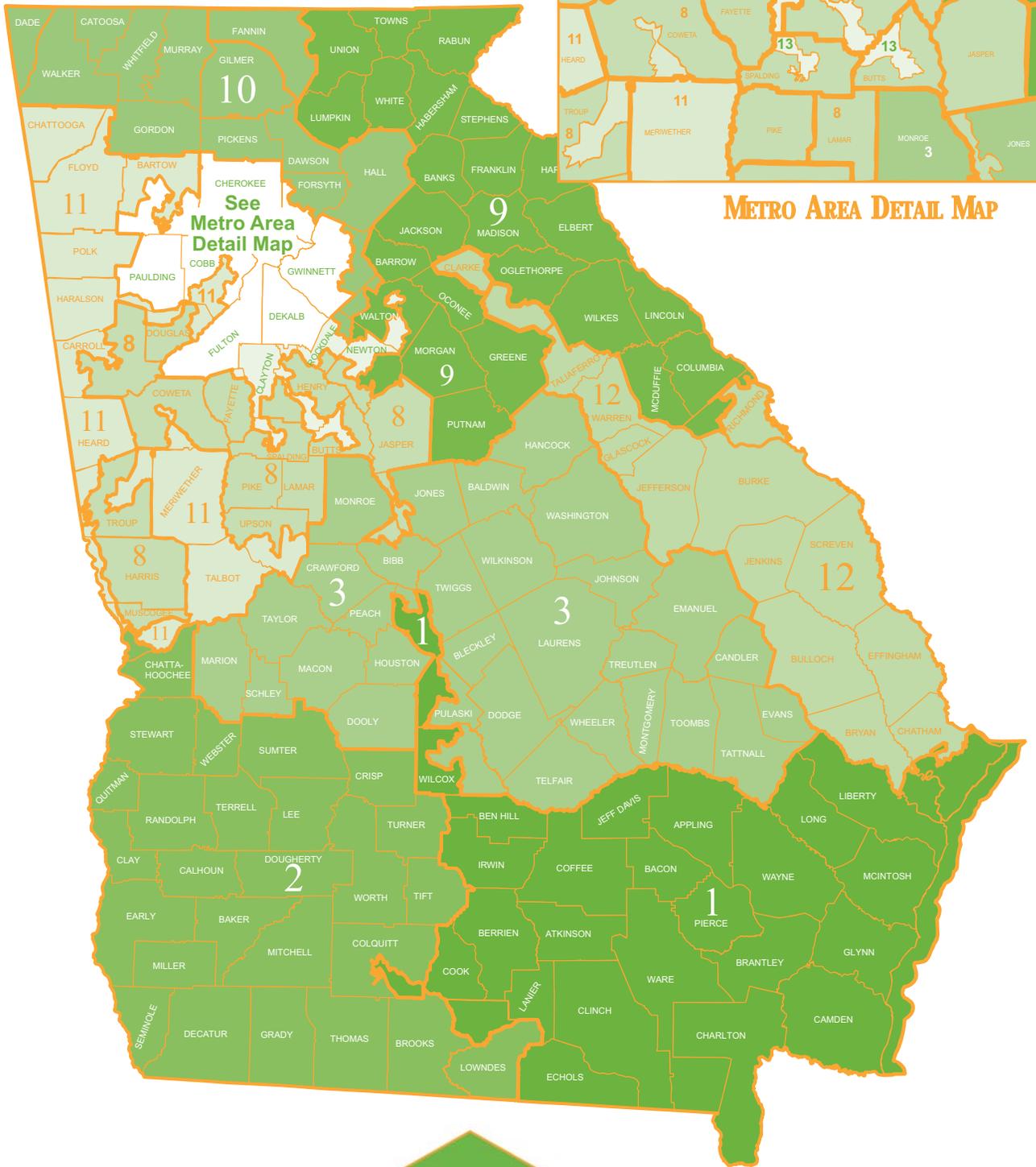
District 12
Raybon Anderson
 Post Office Box 1447
 Statesboro, GA 30458
 (912) 764-9084
 Fax (912) 489-2783
Term Expires 4-15-08



District 13
Dana Lemon
 316 Griffin St.
 McDonough, GA 30253
 (770) 490-9125
 Fax (770) 957-6118
Term Expires 4-15-08

The Georgia DOT is governed by a 13-member State Transportation Board which exercises general control and supervision of the Department. Powers entrusted to the Board include naming the Commissioner, designating which public roads are encompassed within the State Highway System and approving long-range transportation plans and programs. The Board also oversees the administration of construction contracts and authorizes lease agreements. Board members are selected by a majority vote of state senators and representatives from districts embraced in-part or in-whole within each U.S. Congressional District. Each board member serves an alternating five-year term to ensure two to three members are elected each year.

GEORGIA'S CONGRESSIONAL DISTRICTS



State Transportation Board

Board Members are elected by a majority of a General Assembly caucus from each of Georgia's thirteen congressional districts. Each board member serves a five-year term. Terms alternate to ensure two members are elected each year.

Georgia DOT Board Secretary

Elizabeth Osmon

Suite 106 (404) 656-5211

Serves as the Board's liaison with legislators, local officials and the general public. Acts on behalf of the Board when requested and arranges and plans all Board meetings, workshops and conferences for the Board.

COMMISSIONER

Harold Linnenkohl

Suite 102 (404) 656-5206

Provides principle-centered leadership to effectively operate the Georgia Department of Transportation. Leads employees to provide a high standard of service to the citizens of Georgia so that multimodal transportation needs are met. Strives to fully utilize the talents of all employees and all other resources available to the Department. Has the authority and the responsibility to staff and operate the Department effectively and efficiently.



Executive Assistant to the Commissioner

Peter Hortman

Suite 102 (404) 656-5206

Coordinates and attends all of the Commissioner's meetings with state and local officials; coordinates with senior staff on behalf of the Commissioner; answers inquiries from State Transportation Board members, state and local officials and the public on various Department of Transportation matters; assists the Commissioner with administrative duties and serves as a point of contact for the Commissioner's office for meeting requests, project updates and other questions that may need addressing.

DEPUTY COMMISSIONER

Larry Dent

Suite 108 (404) 656-5212

Assists the Commissioner in maintaining and operating the activities of the Georgia DOT. Oversees the Special Staff offices and the Equal Employment Opportunity, Field Districts, Legal Services and Construction divisions.



SPECIAL STAFF

Communications

Vicki Gavalas

Communications Director

Suite 315 (404) 463-6464

Serves as the Department's external communications liaison to the public and the media. Prepares presentations and speeches for Board members, the Commissioner, division directors and office heads. Assists upper management in public affairs and public outreach decisions for the Department. Serves as the internal communications liaison within the Georgia DOT. Develops the Department's Annual Report, Fact Book, personnel newsletter, quarterly construction status map, quarterly magazine and web page.

State Aid

Terry Gable

State Aid Administrator

Suite 201 (404) 656-5185

Provides assistance to local governments through the County/City Contract Program (State Aid), the Local Assistance Road Program (LARP) and the off-system Bridge Program.

CONSTRUCTION DIVISION

Glenn Durrence, Director

Suite 134 (404) 656-5207

Responsible for advertising, letting and awarding projects, oversight of construction projects, transportation research, testing of materials, contract payments and contract claims.

Office of Construction

David Graham

State Construction Engineer

Suite 237 (404) 656-5306

Investigates citizens' concerns on projects and assists in timely problem resolution. Reviews and approves contract modifications and communicates with construction industry.

Contracts Administration

Greg Mayo

State Transportation Office Engineer

Suite 223 (404) 656-5325

Prepares and ensures proper execution of bid proposals, letting process and contracts. Audits contract payment process and ensures timely payments.

Materials and Research

Georgene Geary

State Materials & Research Administrator

(404) 363-7512

Tests materials used in construction and maintenance activities, maintains qualified products lists and provides expertise in construction materials. Also specifies material requirements, provides geotechnical services, and manages Department's research effort.

Construction Claims

Larry Matthews

Transportation Engineer Administrator

Suite 209 (404) 656-2106

Responsible for reviewing, analyzing, negotiating, mediating and directing the Department's defense against construction claims and lawsuits filed by contractors.

EQUAL OPPORTUNITY DIVISION

Michael Cooper, Director

Suite 142 (404) 656-5323

The Equal Opportunity Division is responsible for ensuring internal and external compliance with federal and state laws/guidelines as they relate to fair and equitable employment and business practices.

Office of Equal Employment Opportunity

Charles French

E.E.O Administrator

Suite 142 (404) 656-5323

Adheres to state and federal regulations as they pertain to civil rights issues concerning Title VI and Title VII of the U.S. code of federal regulations. Monitors the Disadvantaged Business Enterprise (DBE) Program and the state's contractor review for compliance.

FIELD DISTRICTS DIVISION

Steve Henry

Director

Suite 128 (404) 656-5214

Responsible for the operation and maintenance of the transportation system in each of Georgia DOT's seven districts to ensure proper utilization of resources and adherence to prevailing policies.

Georgia DOT Districts

Georgia DOT is made up of seven districts that manage and operate the transportation system at the local level.

<i>District One-Gainesville</i>	
Russell McMurry, District Engineer	(770) 532-5526
<i>District Two-Tennille</i>	
Mike Thomas, District Engineer	(478) 552-4601
<i>District Three-Thomasville</i>	
Thomas B. Howell, District Engineer	(706) 646-6500
<i>District Four-Tifton</i>	
Joe Sheffield, District Engineer	(229) 386-3280
<i>District Five-Jesup</i>	
Gary Priestler, District Engineer	(912) 427-5711
<i>District Six-Cartersville</i>	
Kent Sager, District Engineer	(770) 387-3600
<i>District Seven-Chamblee</i>	
Bryant Poole, District Engineer	(770) 986-1001

Equipment Management

Mike Malcolm

State Equipment Management Administrator

7565 Honey Creek Court, Lithonia, GA 30038

(770) 785-6947

This office is responsible for the administration and management of the Department's fleet, comprised of approximately 8,600 units. Directs and administers the program for statewide purchasing of vehicles and equipment. Determines vehicle and equipment replacement requirements considering both budget and needs. Establishes and coordinates contracts required for fleet operation. Provides preventative maintenance inspections and conducts preventative maintenance training courses statewide.

LEGAL SERVICES DIVISION

Sandra Burgess, Director

Suite 329 (404) 656-5275

Responsible for advising the Commissioner and Deputy Commissioner as well as senior staff on legal issues at the federal and state level that might impact the Department.

Office of Legal Services

Vacant, Legal Services Administrator

Suite 321 (404) 657-5807

Provides legal research and other general legal assistance services concerning recurring issues of interest to the Department. Provides analysis of federal and state legislation. Reviews consultant, local government and personal services contracts for legal accuracy.

CHIEF ENGINEER

Paul Mullins

Suite 122 (404) 656-5277

Supervises and directs all engineering-related activities within the Department to ensure the effective and efficient planning, design, construction, operation and maintenance of transportation systems statewide. The Preconstruction Division, Operations Division, Transportation Planning, Data and Intermodal Development Division as well as the Office of Engineering Services report directly to the Chief Engineer.



Engineering Services

David Mulling

Project Review Engineer

Suite 266 (404) 656-6843

Provides oversight of federally funded projects. Directs project review process, manages standard specifications and provides project cost estimates.

PRECONSTRUCTION DIVISION

Buddy Gratton, Director
Suite 129 (404) 656-5187

Develops environmental studies, right-of-way plans, construction plans and bid documents through a cooperative effort that results in project design and implementation.

Assistant Director of Preconstruction

Meg Pirkle
Assistant Director
Suite 368 (404) 651-7455

Assists the Director of Preconstruction in the management of the plan development process for highway projects. Manages and distributes information about project status and program status such as the GRIP and bond programs.

Bridge Design

Paul Liles
State Bridge and Structural Design Engineer
Suite 258 (404) 656-5280

Responsible for structural design of highway bridges, culverts and retaining walls. Also controls the hydraulic design of bridge structures.

Environment/Location

Harvey Keeper
State Environmental/Location Engineer
3993 Aviation Circle, Atlanta, GA 30336
(404) 699-4401

Responsible for the environmental analysis and permitting of every project let to construction by the Department. This office is also responsible for location and feasibility studies for new projects, traffic projections, performing and processing aerial photography, and providing the surveys, mapping, and cross-sections needed for construction plans and earthwork payment of contractors.

Right-of-Way

Donald Brown
Administrator
Suite 409 (404) 656-5372

Responsible for the acquisition of properties necessary for transportation projects. This task includes plan design review and approval, appraisal, relocation assistance, condemnation, negotiation and property management. Both DOT acquisitions as well as local government acquisitions (if include state or federal funds) are monitored by this office.

Road Design

Gerald Ross
State Road and Airport Design Engineer
Suite 444 (404) 656-5386

Responsible for the conceptual development and design of roadways, including the preparation of preliminary construction plans, right-of-way plans and final construction plans. Primarily develops and designs roadways outside of the urban area boundaries, including the Governor's Road Improvement Program (GRIP) and the rural interstate system.

Consultant Design

Brent Story
State Consultant Design Engineer
Suite 432 (404) 463-6133

Enables the Department's compliance with federal and state guidelines as they relate to fair and equitable hiring and employee practices.

Urban Design

Ben Buchan
State Urban Design Engineer
Suite 356 (404) 656-5436

Develops and coordinates conceptual layouts, preliminary and final construction plans and right-of-way plans for projects within major urban areas. Responsibilities include extensive public involvement with federal and state agencies, local governments, neighborhoods, businesses and the general public.

OPERATIONS DIVISION

Charles Law, Director
Transportation Management Center
Wayne Shackelford Building
935 E. Confederate Avenue, Atlanta, GA 30316
(404) 635-8043

Ensures a safe and efficient transportation system by setting policies that control operational features, address maintenance needs and regulate the proper use of the state highway system.

Maintenance

David Crim
State Maintenance Engineer
Transportation Management Center
(404) 635-8734

Coordinates all statewide maintenance activities such as bridge and sign maintenance, landscaping, the wildflower program, roadway striping, routine maintenance of state highway system, emergency response (both roadway and weather induced) and the Adopt-a-Highway Program. Develops contract documents for letting maintenance projects.

Maintenance Activities

Eric C. Pitts
Maintenance Activities Engineer
25 Kennedy Drive, Forest Park, GA 30297
(404) 363-7625

Oversees pavement marking operations, state sign shop activities and statewide crane and snooper operations.

Traffic Operations

Carla Holmes
State Traffic Operations Engineer
Transportation Management Center
(404) 635-8038

This office is responsible for traffic signal repair, timing and emergency installation program of the Department, including warehousing of approximately \$2 million in electrical/ signal materials, the timing of signal systems and the centralized repair support for approximately 1,650 signals statewide.

Also manages the Intelligent Transportation Systems (ITS) including operation of the Transportation Management Center (TMC) and the Highway Emergency Response Operators (HEROs) with approximately 90 employees providing 24-hour, 365 days-a-year service to the traveling public. This program is one of the nation's largest and most advanced freeway management systems.

Traffic Safety and Design

Phillip Allen
State Traffic Safety and Design Engineer
Transportation Management Center
(404) 635-8115

The Office of Traffic Safety and Design is responsible for traffic engineering and the traffic safety program statewide. The program includes vehicle crash analysis, traffic studies and projects for safety improvements to the state highway system. This Office designs the signs, pavement markings and traffic signals for Georgia DOT projects. It is also responsible for the Department's programs for railroad crossing safety, access and commercial driveways and freeway signage.

Utilities

Jeff Baker
State Utilities Engineer
Transportation Management Center
(404) 635-8045

The State Utilities Office ensures the public's interest is served through our commitment to develop and administer reasonable utility and railroad policies, procedures, standards and regulations for the safe and efficient use of highway right of way. We provide expert technical assistance and functional guidance on utility and railroad encroachments, adjustments, relocations, agreements and billings to meet diverse needs of our stakeholders.

PLANNING, DATA & INTERMODAL DEVELOPMENT DIVISION

David Studstill, Director
Suite 127
(404) 656-0610

This division manages the statewide transportation planning process and the collection and sharing of transportation data, including vehicle volumes and the state route network. In addition, we research, develop and implement transit, port, freight and passenger rail opportunities across the state.

Intermodal Programs

Hal Wilson
Intermodal Programs Administrator
West Annex 2nd Floor
276 Memorial Drive, Atlanta, GA 30334
(404) 651-9201

Manages Georgia's planning and operations programs in support of the transit, rail, port, waterway and aviation systems. This division manages the statewide transportation planning process and the collection and sharing of transportation data, including vehicle volumes and the state route network. In addition, we research, develop and implement transit, port, freight and passenger rail opportunities across the state.

Planning

Joe Palladi
State Transportation Planning Administrator
Suite 372
(404) 656-5411

Manages Georgia's transportation planning program, in addition to developing the Statewide Transportation Plan (SWTP) and the Statewide Transportation Improvement Program (STIP). Also manages the Department's Transportation Enhancement Program, designed to improve the quality of the transportation experience. Has responsibility for the Bicycle and Pedestrian Program, the Congestion and Mitigation/ Air Quality (CMAQ) coordination and the Scenic Byways Program.

Transportation Data

Jane Smith
Transportation Data Administrator
5025 New Peachtree Road, Chamblee, GA 30341
(770) 986-1360

The Office of Transportation Data is responsible for collecting, processing and disseminating necessary transportation data to support transportation planners, designers and key decision makers. The types of data provided include: official state road mileage; average annual daily traffic; traffic speed, volume and classification; truck weight information (weigh-in-motion); road characteristics data; and visual road imagery (video log). The office provides monthly, quarterly and annual reports to the Federal Highway Administration, such as the Highway Performance Monitoring System (HPMS) Report, Truck Weight Reports, Traffic Data Reports, and Vehicle Classification Reports. In addition, we oversee the administration of highway system revisions and roadway classifications changes. Finally, we update and distribute the Official State of Georgia Roadway Map, County and City Maps and the Traffic Flow Map.

TREASURER

Earl Mahfuz
Suite 148
(404) 656-5224

Manages all financial matters for the Georgia DOT. Responsible for acquiring and accounting all funds the Department is entitled to receive. Develops policies for administering funds for the Department. Oversees the Division of Administration, Division of Information Technology, Office of Audits, Budget Services and the Office of Personnel.



Office of Audits

Connie Steele
Transportation Accounts Administrator
Suite 301
(404) 656-5598

Audits division offices as well as contractors and consultants who do work for the Department.

Air Transportation

Dave Carmichael
Air Transportation Administrator
4175 South Airport Road, Atlanta, GA 30336
(404) 699-4483

Operates and maintains a fleet of six aircraft, based at Fulton County Airport. Also provides air transportation for state officials and conducts aerial photography flights to acquire precision mapping for the complete design and construction of highways.

Personnel

Mike Johnson, Director
Suite 270
(404) 656-5260

Responsible for developing, implementing and administering all personnel-related functions and programs for the Department. These include benefits, recruiting, training, job evaluation and compensation, employee relations, employee assistance, performance management and personnel transaction processing and drug/alcohol testing program for commercial driver's license holders.

Strategic Development

Jim Davis, Director
276 Memorial Drive, Atlanta, GA 30303
(404) 656-5181

Responsible for employee training and development, organizational development, strategic planning and strategic management

General Support Services

Wayne Mitchell
Transportation Accounts Administrator
Suite 170
(404) 656-5239

Provides all offices with office equipment and supplies. The office is comprised of Asset Management/Telecommunication, Cost Accounting and Inventory Control, Procurement, Facility Management, Fuel and Purchasing Card Program Administration, Records Management, General Office Motor Pool and Warehouse and Safety/Risk Management.

ADMINISTRATION DIVISION

Todd Long, Director
Suite 143 (404) 656-5239

Manages and oversees statewide administrative activities for the Georgia DOT. These activities include financial management, payroll, cash receipts and disbursements, procurement, safety, and facility management. Also oversees the operation of Georgia DOT's aircraft.

Budget Services

Angela Bowen
Budget Administrator
Suite 150 (404) 656-5237

Develops and manages the nearly \$2 billion budget of the Department. Serves as an advisor to the Treasurer and upper management in funding matters. Also serves as liaison to the Office of Planning & Budget and the Legislative Budget Office.

General Accounting

Dawn Maddox
Transportation Accounts Administrator
Suite 169 (404) 656-5193

Manages the payout and receipt of the Department's funds, which includes issuing checks to vendors, contractors, cities/counties, consultants, and commodity/service vendors. Also handles payroll and travel reimbursement for nearly 6,000 employees. Other tasks include keeping the Department's books of accounts and assuring all accounting records are accurate and are prepared in a timely manner. The units housed within the General Accounting Office include Administration, Payroll, Cash Disbursement, Accounts Payable, Contracts Payable, Central Cashier and Revenue.

Financial Management

Jamie Simpson
Financial Management Administrator
Suite 170
(404) 463-2799

Prepares and manages the Department's six-year Construction Work Program (CWP) and the project information system (Tpro). Requests and prepares documents for authorization and billing for federal aid, bond and state funds. Develops, submits and tracks project expenditures in the Department's project accounting system (PeopleSoft).

INFORMATION TECHNOLOGY DIVISION

David Spinney
Director
Suite 180
(404) 656-6034

Manages Department's new and existing computer applications and computer network. Oversees

Department's electronic processing budget, configuration and asset management. Also develops information technology policy, standards and strategic planning functions.

Application Support

Doug Chambers
Administrator
West Annex
(404) 463-2860 Ext. 103

This office is composed of an Applications Development Section and an Applications Support Section. The Development Section manages the development of new applications for the Department. It is also home of the Geographic Information System (GIS) coordination for the Department. The Support Section supports and maintains the Department's computer applications including Computer-Aided Design (CAD), web, COTS (off-the-shelf) and enterprise-wide shared resources.

Information Technology Infrastructure

Jeffrey Hill
Administrator
Suite 179
(404) 656-6034

Responsible for the operation and management of the Department's computer hardware and software and consists of Database Support, Server Support, Network Support, Client Support and the Solutions Center.

Information Technology Business Practices

Bobby Adams
Administrator
Suite 183
(404) 656-6034

This office handles much of the administrative needs of the IT Division. It is composed of three working groups: the Operations Group, the Configuration Management Group, and the Policy and Standards Group. The Operations Group handles the day-to-day administrative duties including personnel issues, payroll, leave records, budget and purchasing needs. Also oversees the Department's EDP Budget and manages the entire Department's EDP purchases. The Configuration Management Group maintains records of all IT resources and also plays major role in maintaining the Department's Asset Management for IT equipment. The Policy and Standards Group maintains and updates IT related policies and standards in the Department.

INFORMATION	CONTACT	PHONE NUMBER
Accident Location Sites	Traffic Safety & Design	404-635-8131
Adopt-A-Highway	Maintenance Office	404-635-8194
Auto Tags & Title	Georgia DMVS	404-362-6500
Bicycle Paths	State Bicycle & Pedestrian Coordinator	404-657-6692
Commercial Vehicle Enforcement	Georgia DMVS	678-413-8825
Driver's License Information	Georgia DMVS	404-657-9300 Schedule Appointment- 678-143-8500 www.dmv.ga.gov
Driveway Permits	Traffic Safety & Design	404-635-8042
GA 400 Cruise Cards/Violations	State Road & Tollway Authority	404-365-7790
Handicap Parking Permits	Georgia DMVS	404-657-9300
Motor Vehicle Reports	Georgia DMVS	404-624-7885
Natural Disasters	1. Contact local law enforcement agency 2. Contact GEMA	404-635-7000 24-Hour Line 404-635-7200
Outdoor Advertising	Office of Right of Way	404-651-6217
Overweight Truck Permits Office CLOSED on weekends and holidays	Oversize Permit Unit	1-800- 570-5428 Customer Service 1-888-262-8306 Mon- Thur 7am - 6pm Fri 7am-4:45 pm
Rest Areas	Office of Maintenance or your local District Engineer	404-635-8174 See pages 17-18 for Dist. Engineer info
Road Work	Office of Construction	404-656-3606
State Maps	Map Sales Unit	770-986-1436 OTDCustomerSrv@dot.state.ga.us
Traffic Counts	Traffic Count Customer Service	770-986-1436 OTDCustomerSrv@dot.state.ga.us
Traffic Incident Management Enhancement	TIME Task Force	General Info 404-635-TIME (8463)
Traffic Signals	Office of Traffic Safety & Design	404-635-8115
Transportation Enhancement Projects	Statewide Planning Bureau	404-656-5411
Transportation Statistical Data	Office of Transportation Data	770-986-1364 770-986-1360
Up-to-date Traffic Information	Transportation Management Center	404-635-6800 AT&T Cingular, Verizon and Sprint Users- *DOT (*368) Toll Free 1-888-635-8287
Wildflower Program	Office of Maintenance	404-635-8174

FREQUENTLY ASKED QUESTIONS

Commissioner/Special Staff	E-mail Address	Phone #
Harold Linnenkohl, Commissioner	Harold.Linnenkohl@dot.state.ga.us	(404) 656-5206
Larry Dent, Deputy Commissioner	Larry.Dent@dot.state.ga.us	(404) 656-5212
Paul V. Mullins, Chief Engineer	Paul.Mullins@dot.state.ga.us	(404) 656-5277
Peter Hortman, Executive Assistant to Commissioner	Peter.Hortman@dot.state.ga.us	(404) 656-5206
Angela Alexander, Executive Assistant to Chief Engineer	Angela.Alexander@dot.state.ga.us	(404) 656-5277
Vicki Gavalas, Director of Communications	Vicki.Gavalas@dot.state.ga.us	(404) 463-6464
David Mulling, Project Review Engineer	David.Mulling@dot.state.ga.us	(404) 656-6843
Terry Gable, State Aid Administrator	Terry.Gable@dot.state.ga.us	(404) 656-5185
Elizabeth Osmon, DOT Board Secretary	Elizabeth.Osmon@dot.state.ga.us	(404) 656-5211
Construction	E-mail Address	Phone #
Glenn Durrence, Director of Construction	Glenn.Durrence@dot.state.ga.us	(404) 656-5207
Greg Mayo, State Trans. Office Engineer- Contract Admin.	Greg.Mayo@dot.state.ga.us	(404) 656-5325
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Georgene Geary, State Materials & Research Admin.	Georgene.Geary@dot.state.ga.us	(404) 363-7512
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Charles French, Equal Opportunity Admin.	Charles.French@dot.state.ga.us	(404) 656-1710
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Joe Sheffield, District Four- Tifton	Joe.Sheffield@dot.state.ga.us	(229) 386-3280
Gary Priester, District Five- Jesup	Gary.Priester@dot.state.ga.us	(912) 427-5711
Kent Sager, District Six- Cartersville	Kent.Sager@dot.state.ga.us	(770) 387-3602
Bryant Poole, District Seven- Metro Atlanta	Bryant.Poole@dot.state.ga.us	(770) 986-1011
Mike Malcom, Office of Equipment Management	Mike.Malcom@dot.state.ga.us	(770) 785-6947
Legal Services Division	E-mail Address	Phone #
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Legal Services Administrator, Vacant		(404) 657-5807
Operations Division	E-mail Address	Phone #
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David Crim, State Maintenance Engineer	David.Crim@dot.state.ga.us	(404) 635-8734
Jeff Baker, State Utilities Engineer	Jeff.Baker@dot.state.ga.us	(404) 635-8045

Operations Division	E-mail Address	Phone #
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Transportation Management Center Info.		(404) 624-1300
Phillip Allen, State Traffic Safety & Design Admin.	Phillip.Allen@dot.state.ga.us	(404) 635-8115
Kathleen Gibson, Oversize Permit Unit Admin.	Kathleen.Gibson@dot.state.ga.us	(404) 635-8176
Preconstruction Division	E-mail Address	Phone #
Buddy Gratton, Director of Preconstruction	Buddy.Gratton@dot.state.ga.us	(404) 656-5187
Meg Pirkle, Assistant Dir. of Preconstruction	Meg.Pirkle@dot.state.ga.us	(404) 651-7455
Gerald Ross, State Road/Airport Design Engineer	Gerald.Ross@dot.state.ga.us	(404) 656-5386
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Paul Liles, State Bridge/Structural Design Engineer	Paul.Liles@dot.state.ga.us	(404) 656-5280
Harvey Keepler, State Environmental/Location Engineer	Harvey.Keepler@dot.state.ga.us	(404) 699-4401
Don Brown, State Right of Way Administrator	Terry.McCollister@dot.state.ga.us	(404) 656-5372
Brent Story, State Consultant Design Engineer	Brent.Story@dot.state.ga.us	(404) 463-6133
Planning, Data & Intermodal Dev. Division	E-mail Address	Phone #
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Jane Smith, State Trans. Data Admin.	Jane.Smith@dot.state.ga.us	(770) 986-1360
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Mike Johnson, Personnel Director	Mike.Johnson@dot.state.ga.us	(404) 656-5260
Todd Long, Administrator Director	Todd.Long@dot.state.ga.us	(404) 656-5239
Connie Steele, Trans. Accts. Admin.- Audits	Connie.Steele@dot.state.ga.us	(404) 656-5598
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Wayne Mitchell, General Support Admin.	Wayne.Mitchell@dot.state.ga.us	(404) 463-6029
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Jeffrey Hill, Office of Infrastructure Admin.	Jeffrey.Hill@dot.state.ga.us	(404) 656-6034
Doug Chambers, Office of IT. Applications Admin.	Doug.Chambers@dot.state.ga.us	(404) 463-2860 Ext. 103
Bobby Adams, Office of IT. Business Practices	Bobby.Adams@dot.state.ga.us	(404) 656-6034

DISTRICT ONE

District Engineer: Russell McMurry (770) 532-5526

2505 Athens Highway, SE

P.O. Box 1057

Gainesville, GA 30503

Communications Officer: Teri Pope (770) 718-3924

Website: www.dot.state.ga.us/dot/fielddistricts/d1/Index.shtml



Area Engineer Offices

Gainesville

Clarksville

Carnesville

Cleveland

Lawrenceville

Athens

Counties Served

Dawson, Forsyth, Hall

Banks, Habersham, Rabun, Stephens

Elbert, Franklin, Hart, Madison

Lumpkin, Union, Towns, White

Barrow, Gwinnett

Clarke, Jackson, Oconee, Walton

Phone

(770) 535-5759

(706) 754-9559

(706) 384-7269

(706) 348-4848

(770) 339-2308

(706) 369-5627

DISTRICT TWO

District Engineer: Mike Thomas (478) 552-4601

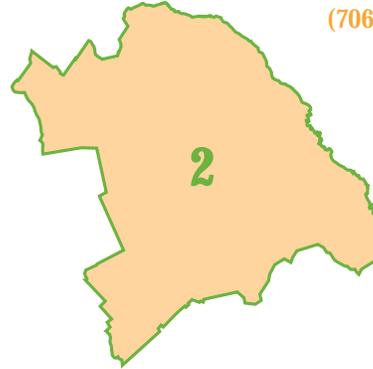
801 Fourth Street/Highway 15 South

P.O. Box 8

Tennille, GA 31089-0008

Communications Officer: Vonda Everett (478) 552-4656

Website: www.dot.state.ga.us/dot/fielddistricts/d2/Index.shtml



Area Engineer Offices

Sandersville

Swainsboro

Louisville

Augusta

Madison

Milledgeville

Dublin

Counties Served

Glascok, Hancock, Washington, Johnson

Emanuel, Jenkins, Screven

Burke, Jefferson, McDuffe, Warren

Columbia, Lincoln, Richmond, Wilkes

Greene, Morgan, Newton, Oglethorpe, Taliaferro

Baldwin, Jasper, Putnam, Wilkinson

Bleckley, Dodge, Laurens, Treutlen

Phone

(478) 240-3061

(478) 289-2614

(478) 625-3681

(706) 855-3466

(706) 343-5836

(478) 445-5130

(478) 275-6596

DISTRICT THREE

District Engineer: Thomas B. Howell (706) 646-6500

715 Andrews Drive

Thomaston, GA 30286-4524

Communications Officer: Dorothy Daniel (706) 646-6257

Website: www.dot.state.ga.us/dot/fielddistricts/d3/Index.shtml



Area Engineer Offices

Thomaston

Americus

Perry

Macon

Griffin

LaGrange

Columbus

Counties Served

Crawford, Upson, Taylor, Pike, Lamar

Marion, Schley, Stewart, Sumter, Webster

Dooley, Houston, Macon, Peach, Pulaski

Bibb, Jones, Monroe, Twiggs

Butts, Fayette, Henry, Spalding

Coweta, Heard, Meriwether, Troup

Chattahoochee, Harris, Muscogee, Talbot

Phone

(706) 646-6630

(229) 931-2434

(478) 988-7151

(478) 757-2601

(770) 228-7205

(706) 845-4115

(706) 568-2165

DISTRICT FOUR

District Engineer: Joe Sheffield (229) 386-3280

710 West 2nd Street

P.O. Box 7510

Tifton, GA 31793-7510

Communications Officer: Danny Griner (229) 391-6852

Website: www.dot.state.ga.us/dot/fielddistricts/d4/Index.shtml



DISTRICT FOUR (continued)

Area Engineer Offices

Valdosta
Douglas
Fitzgerald
Moultrie
Albany
Cuthbert
Donalsonville
I-75 Reconstruction

Counties Served

Clinch, Echols, Lanier, Lowndes
Atkinson, Coffee, Berrien, Irwin
Ben Hill, Crisp, Turner, Wilcox, Worth
Brooks, Colquitt, Tift, Thomas, Cook
Baker, Dougherty, Lee, Mitchell
Calhoun, Clay, Early, Quitman, Randolph, Terrell
Decatur, Grady, Miller, Seminole
Crisp, Turner, Tift, Cook, Lowndes

Phone

(229) 333-5287
(912) 389-4201
(229) 426-5244
(229) 891-7130
(229) 430-4198
(229) 732-3066
(229) 524-5760
(229) 556-9433

DISTRICT FIVE

District Engineer: Gary Priester (912) 427-5700

204 North Highway 301

P.O. Box 610

Jesup, GA 31598

Communications Officer: Sherry Beal (912) 530-4075

Website: www.dot.state.ga.us/dot/fielddistricts/d5/Index.shtml

Area Engineer Offices

Baxley
Waycross
Brunswick
Glennville
Savannah
Statesboro

Counties Served

Appling, Jeff Davis, Telfair, Wheeler, Montgomery
Charlton, Brantley, Pierce, Ware, Bacon
Camden, Glynn, McIntosh
Long, Tattnall, Toombs, Wayne, Liberty
Chatham, Bryan
Bulloch, Candler, Effingham, Evans

Phone

(912) 366-1090
(912) 285-6009
(912) 264-7247
(912) 654-2940
(912) 651-2144
(912) 871-1103



DISTRICT SIX

District Engineer: Kent Sager (770) 387-3602

500 Joe Frank Harris Parkway

P.O. Box 10

Cartersville, GA 30120-0010

Communications Officer: Mohamed Arafa (770) 387-4081

Website: www.dot.state.ga.us/dot/fielddistricts/d6/Index.shtml

Area Engineer Offices

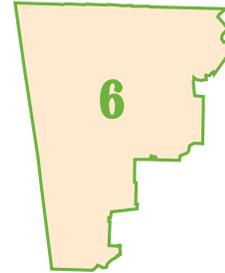
Cartersville
Ellijay
Dalton
Rome
Buchanan

Counties Served

Bartow, Cherokee, Gordon
Fannin, Gilmer, Pickens
Catoosa, Dade, Murray, Walker, Whitfield
Chattooga, Floyd, Polk
Haralson, Paulding, Carroll

Phone

(770) 387-3680
(706) 635-5551
(706) 272-2211
(706) 295-6025
(770) 646-5522



DISTRICT SEVEN

District Engineer: Bryant Poole (770) 986-1011

5025 New Peachtree Road

Chamblee, GA 30341

Communications Officer: Mark McKinnon (770) 986-2801

Website: www.dot.state.ga.us/dot/fielddistricts/d7/Index.shtml

Area Engineer Offices

Decatur
Marietta
Hapeville
Atlanta

Counties Served

DeKalb, Rockdale
Cobb, North Fulton
Clayton, South Fulton, Douglas
City of Atlanta

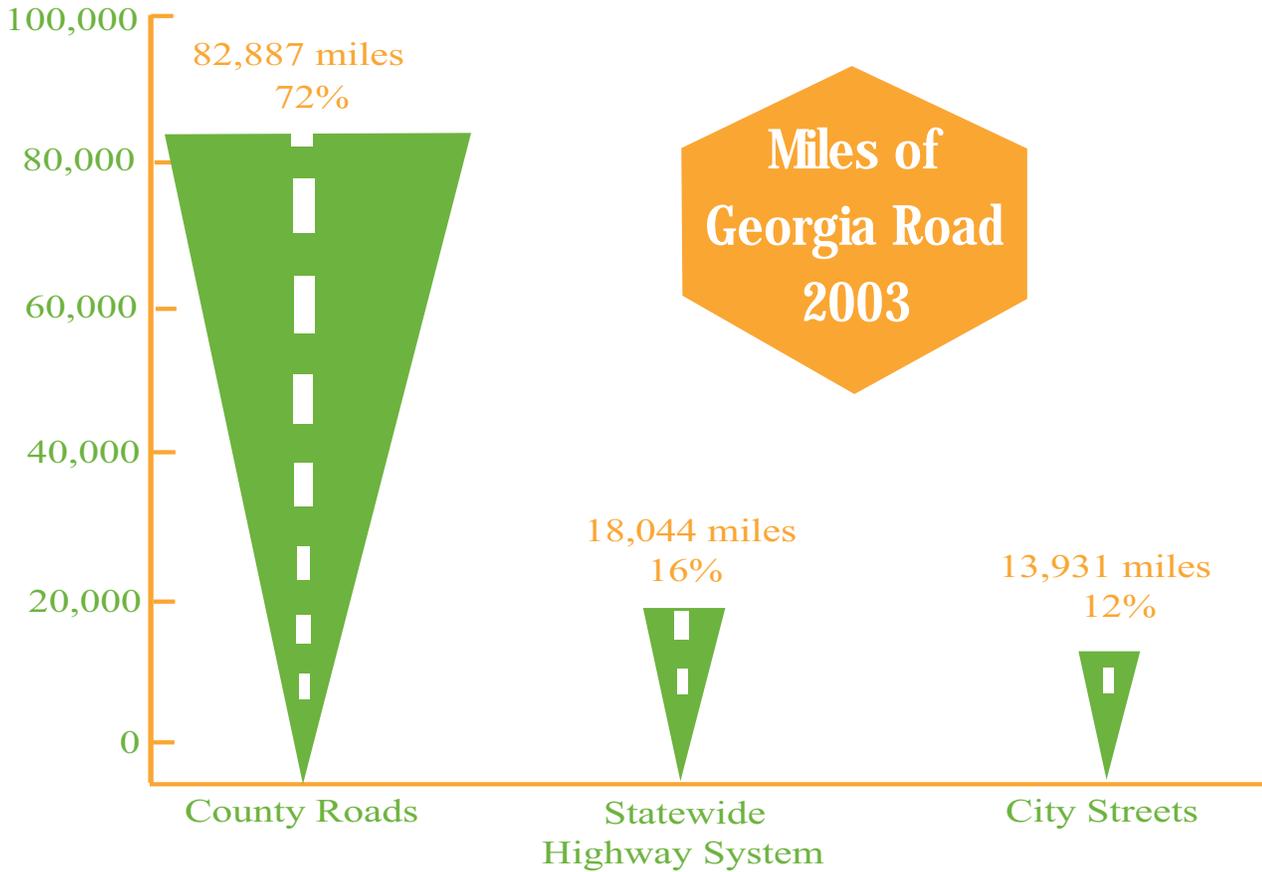
Phone

(404) 299-4386
(770) 528-3238
(404) 559-6655
(404) 624-2436



The Georgia Department of Transportation provides a safe and efficient highway system designed to network Georgia's interstates, county roads, city streets and state highway system together to provide mobility and efficiently connect travelers to their destinations.

Rural Areas	Mileage	Daily Vehicle Miles Traveled
Statewide Highway System	14,205	57,527,650
Interstates	809	33,165,275
County Roads	67,756	43,474,910
City Streets	4,178	3,152,116
Small Urban Areas		
Statewide Highway System	1,025	12,277,461
Interstates	81	4,456,377
County Roads	2,716	4,745,782
City Streets	4,072	5,491,646
Urban Areas		
Statewide Highway System	1,570	37,997,733
Interstates	354	44,079,654
County Roads	12,415	37,303,846
City Streets	5,681	13,129,544



Source: DPP445, Office of Transportation Data, Customer Service and Data Reporting Branch

Total Miles of Public Roads in Georgia:

114,862

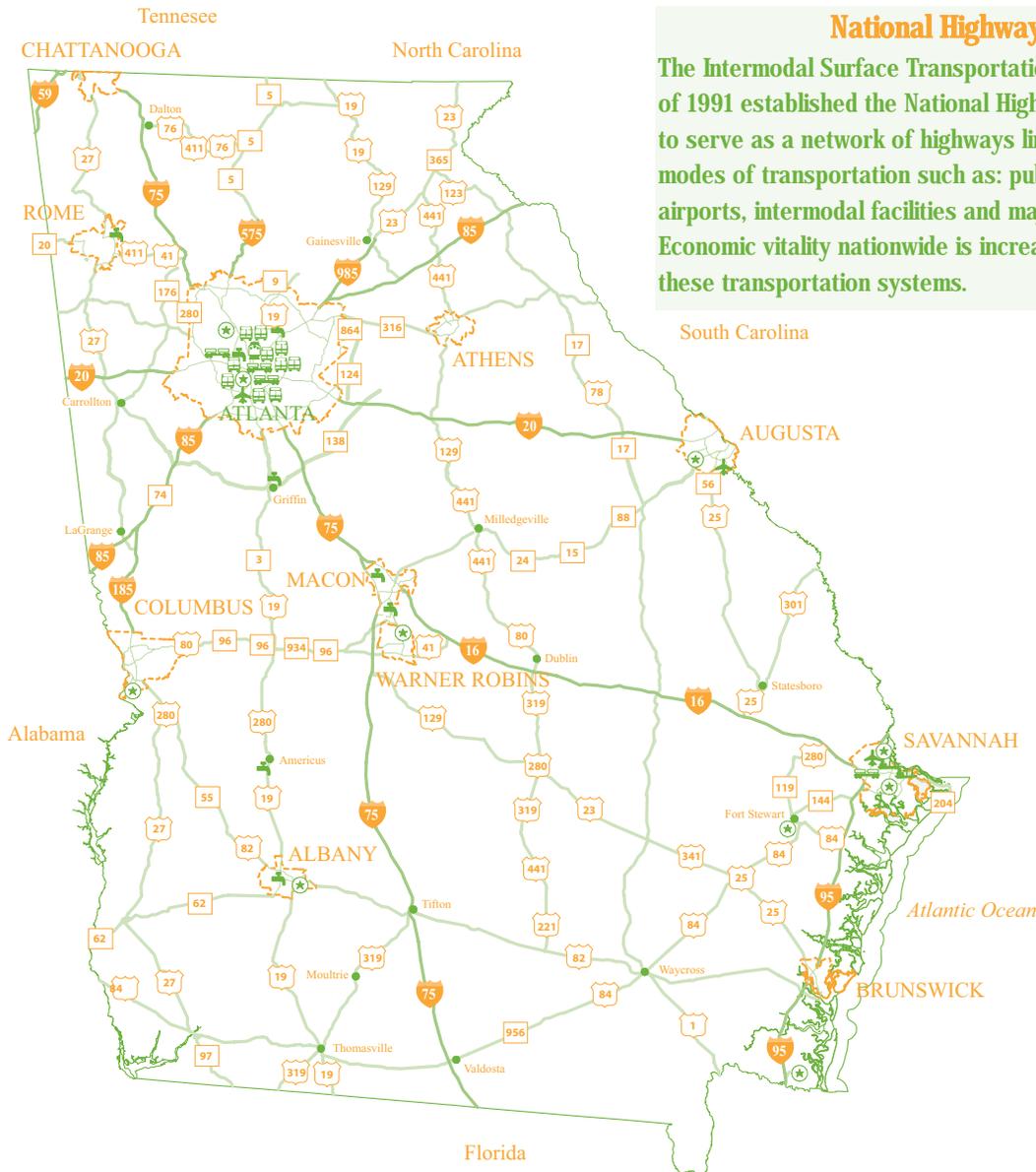
Georgia's transportation system consists of the following major highway programs, which contribute to maintaining and improving mobility to travelers:

National Highway System (NHS)

Governor's Road Improvement Program (GRIP)

Local Assistance Road Program (LARP)

Surface Transportation Program (STP)



National Highway System

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established the National Highway System (NHS) to serve as a network of highways linking together different modes of transportation such as: public transportation, airports, intermodal facilities and major shipping ports. Economic vitality nationwide is increased by the linking of these transportation systems.

LEGEND

- Eisenhower Interstate
- Other NHS Route
- Waterway
- Military Base
- Airport
- Amtrak Station
- Bus/Rail Transit Service
- Port Terminal
- Highway/Rail Transfer Facility
- Pipeline Terminal
- Urbanized Area

Source: 2003 Highway Performance Monitoring System Report, Office of Transportation Data, Customer Service and Data Reporting Branch

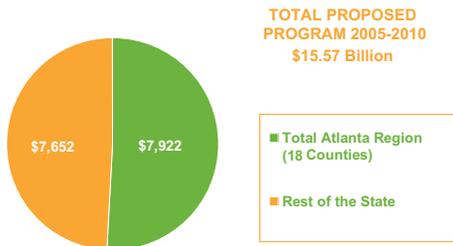
** 2003 Total US NHS mileage is not available, 2002 data provided

National Highway System (NHS) Facts

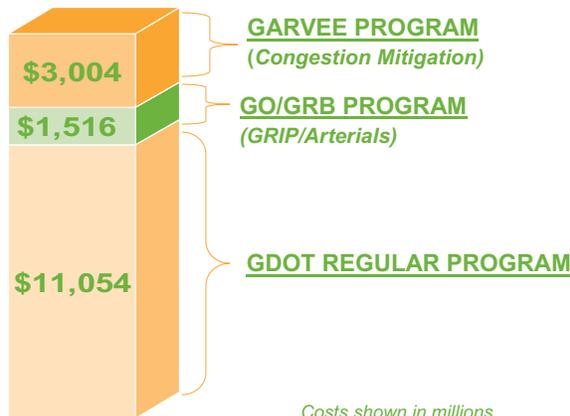
Total US NHS Mileage**	163,992
Total Georgia NHS Mileage	4,633
Total Georgia Interstate Mileage	1,245
NHS Major Intermodal Connector Routes	84
Other NHS Routes	3,304

Fast Forward Transportation Program

This is a comprehensive 6-year, \$15.5 billion transportation program that will relieve congestion and spur economic growth by accelerating existing projects.



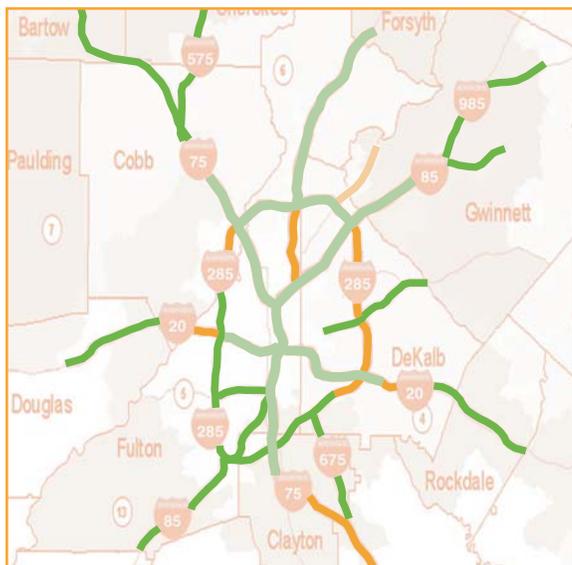
TOTAL PROPOSED PROGRAM 2005
\$15.57 Billion



Fast Forward will work to:

- Accelerate the most cost-effective congestion relieving projects
 - Funds both short- and long-term congestion relief
 - Short: Intelligent Transportation System, HERO, ramp metering and signalization
 - Long: HOV lanes and transit corridors
- Implement in 6 years what would take 18 years with conventional funding
- Complete all proposed included in the 2005-2010 Transportation Improvement Program (TIP) and Construction Work Program (CWP)
- Relieve congestion and spur economic growth
 - GRIP and arterials
 - New Interstate lanes and Interchanges statewide

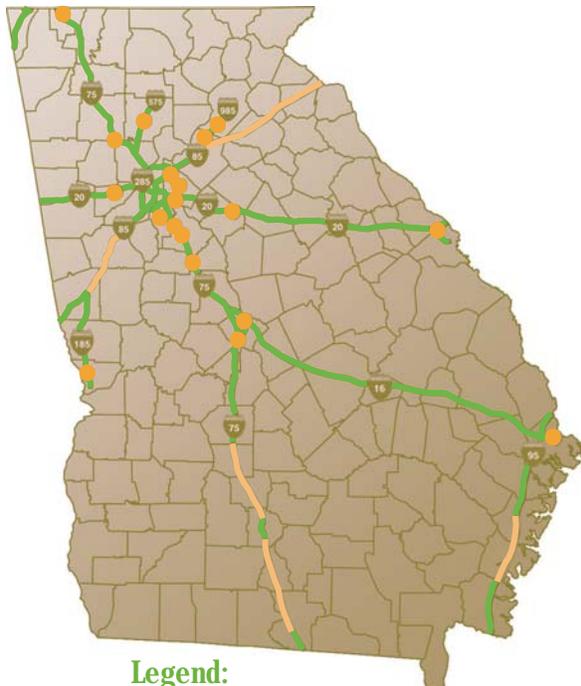
Current/Future HERO and NaviGator Coverage



Legend:

- Current Peak HERO and NaviGator Coverage
- Current Peak HERO Routes w/ future NaviGator Coverage
- Future HERO and NaviGator Coverage
- Future NaviGator

Statewide Interstate Improvement Program



Legend:

- Interstates
- Interstate Widening
- Interchange Upgrades

MAJOR HIGHWAY PROGRAMS

Initiated in 1989 by a resolution of the state legislature and the Governor, the **Governor's Road Improvement Program (GRIP)** connects 95% of the cities in Georgia with a population of 2,500 or more to the interstate system. The GRIP system will also ensure that 98% of all areas of Georgia will be within 20 miles of a four-lane road.

GRIP is currently made up of seventeen corridors (economic development highways), three truck access routes and 3,150 miles of roadway. Project development activities are underway for 2,583 miles of GRIP.

GRIP Facts

- 71% or 1,827 miles of GRIP Corridors with project development activities underway are open or under construction.
- 58% of the total GRIP system is open or under construction.
- 7 projects were opened to traffic in calendar year 2003.
- The projects opened to traffic added 46 miles of multi-lane roadway to the GRIP system.
- The projects opened to traffic were constructed at a cost of \$99.2 million.
- The estimated cost to complete the GRIP Corridors with project development activities underway is \$2.547 billion.
- The estimated cost to complete the total GRIP system is \$3.667 billion.

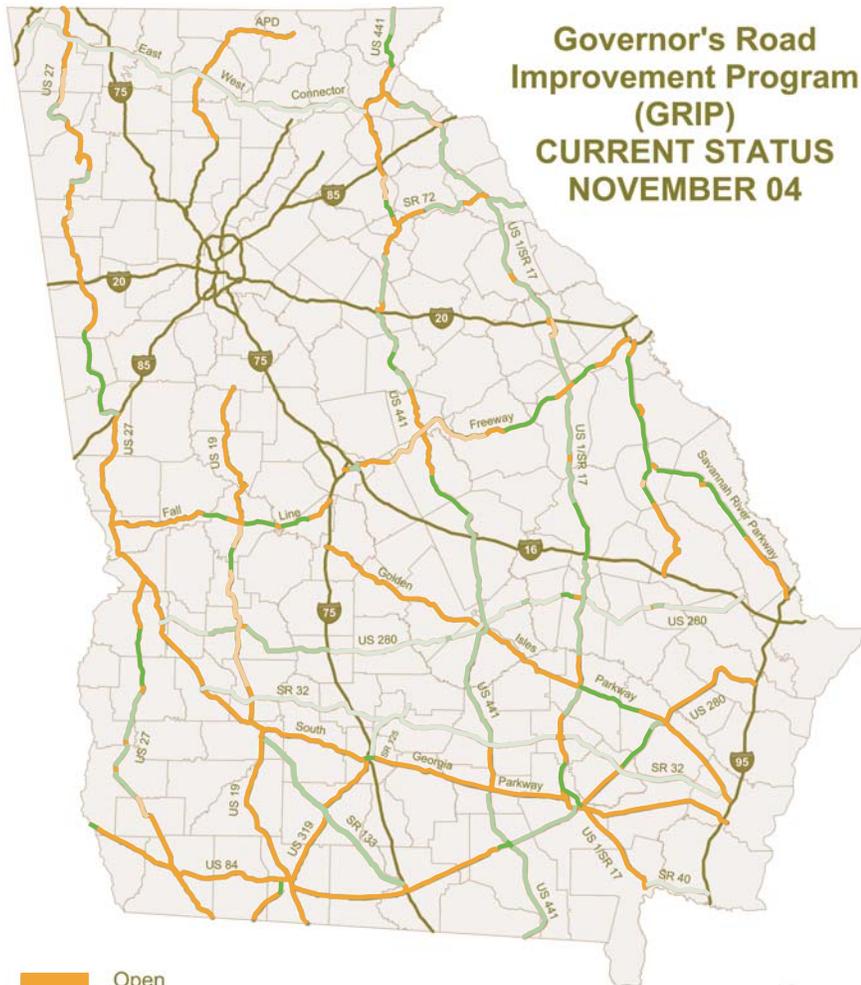
GRIP Corridors

- Appalachian Development Highway
- South Georgia Parkway
- East-West Highway
- Fall Line Freeway
- Golden Isles Parkway
- Savannah River Parkway

- SR 72
- SR 32
- SR 125
- US1/SR17
- US 19
- US 27
- US 319
- US 441
- US 84
- South Georgia Pkwy/US 82
- Power Alley/US 280

Truck Access Routes

1. Sunbelt Parkway/SR 133
2. SR 40
3. SR 125



**Governor's Road Improvement Program (GRIP)
CURRENT STATUS
NOVEMBER 04**

- Open
- Under Construction
- Right of Way
- Preliminary Engineering
- No Activities



For current and up-to-date GRIP fact sheets check out:
www.dot.state.ga.us/DOT/plan-prog/planning/programs/grip/Index.shtml

The Local Assistance Road Program

is a resurfacing program initiated in 1978 to help local governments preserve the integrity of their paved road systems.

How it works

Each year during late summer or early fall every city and county in the State of Georgia is allowed to submit a LARP priority list to the Georgia DOT. The LARP priority list identifies roads or streets in each city or county jurisdiction which need to be resurfaced. Georgia DOT reviews each road and street submitted and develops a needs assessment and cost estimate.

LARP Funding

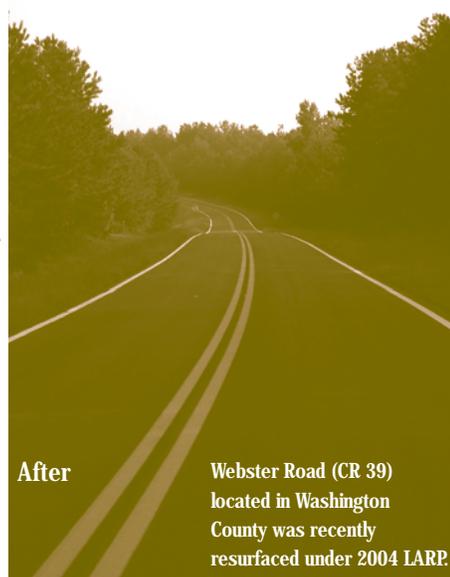
Funding for LARP projects comes from the Motor Vehicle Fuel Tax. Each year Georgia DOT reviews the lists of projects received from each local government and makes selections based on need and availability of funds, once the level of funding is established.

LARP Facts

- There are currently 66,377 miles on the county and city paved road systems.
- Based on the LARP priority list, the paving needs for fiscal year 2004 exceeded \$96 million.
- The Department resurfaced 1,176 miles of roads under LARP contracts in 2004.



Before



After

Webster Road (CR 39) located in Washington County was recently resurfaced under 2004 LARP.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) is a FHWA formula-apportioned program that may be used for any roads including the National Highway System (NHS) that are not functionally classified as local or rural minor collector roads. The STP formula for each state is based on 25 percent lane miles, 40 percent vehicle miles traveled and 25 percent estimated tax payments attributable to highway users. Transit capital projects, carpool projects, safety, enhancement and wetland mitigation efforts are some of the many activities eligible under the program.

STP Funding

According to the multi-year transportation bill passed by Congress, FHWA sets aside ten percent of the STP funds for each state for safety construction activities such as hazard elimination and rail-highway crossings, and another ten percent is set aside by FHWA for transportation enhancement activities. FHWA provides 62.5 percent of the remaining 80 percent to urbanized areas with populations over 200,000. For other areas of the state, 37.5 percent of the remaining 80 percent is apportioned by FHWA.

The Georgia Department of Transportation is authorized by Georgia Code to organize, administer and operate an efficient, modern system of public roads and other modes of transportation including public transit, rail, aviation, ports and bicycle and pedestrian facilities.

Transportation 2000

Former Commissioner Wayne Shackelford and the State Transportation Board initiated the Georgia Transportation 2000 Commission in June 1993, to create a “vision mission.” The Transportation 2000 Vision was adopted by the Georgia State Transportation Board in May 1994. The primary objective of this vision is to guide the state’s transportation program into the 21st century.

“Georgia’s transportation system will always be a vital component of the state’s future success and ability to compete in a global economy. Our team of motivated professionals and quality driven management will maintain and improve mobility by providing a safe, seamless, intermodal, environmentally sensitive transportation system. Through transportation leadership and wise use of human and financial resources, innovative technology, public/private partnerships and citizen input, we will ensure a balance of transportation options so that people and goods arrive at their destination in a timely and efficient manner.”

Transportation Programs

To meet its responsibilities in the most responsive and cost-efficient manner, the Georgia DOT has participated in the following transportation-related programs and initiatives:

Air Quality Improvement

The Department participates in the effort for clean air in Georgia and maintains a strong commitment to improve air quality in the state through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Although the effects of transportation on air pollution are continuing to diminish, a new standard for air quality has been set by the Environment Protection Agency (EPA). As a result, nonattainment areas in Georgia have increased. In addition to a larger nonattainment area surrounding Atlanta, Bibb County, Catoosa County and parts of Monroe and Murray counties have also been designated as nonattainment for ozone - having higher levels of ground-level ozone than air quality standards permit.

- Air Quality Improvement
- Strategic Planning
- Statewide Transportation Plan (SWTP)
- State Transportation Improvement Program (STIP)
- Transportation Equity Act for the 21st Century (TEA-21)

CMAQ funds are used to implement a variety of projects aimed at reducing emissions by relieving traffic congestion. One effective initiative is a regional transportation demand management (TDM) program across metro Atlanta. Since the development of the program in 1999, changes in transportation behavior have been accomplished in the Atlanta region through programs to educate, encourage and facilitate the use of alternatives to driving alone.



An advertising campaign resulted in high levels of public awareness of the region’s air quality and congestion problems. Support services such as a rideshare database and a guaranteed ride home program make joining a carpool much easier. As individuals who drive alone change to other less polluting transportation modes, congestion is reduced and the quality of the air improves.

Now on the horizon is another broad-based regional program expected to have a very significant affect on congestion and air quality. The program includes a project of signal synchronization across city limits and county lines within the metro Atlanta region. It also includes retiming of about 2,500 traffic signals in interconnected systems in metro Atlanta. This program involves coordination among many state and local agencies, local governments and others; the improvement will be felt both locally and regionally.

Plans are in place to assist areas across the state that are or will soon be confronting air quality problems. The Department facilitates a collaborative approach at the state level to addressing air quality in partnership with the Environmental Protection Division of the Department of Natural Resources, the Georgia Regional Transportation Authority and the Georgia Environmental Facilities Authority. A goal of these State Partners is to use available resources to implement the most effective projects and programs to reduce congestion and improve air quality.

Our Vision

Georgia's transportation system will always be a vital component of the State's future success and ability to compete in a global economy. Our team of motivated professionals and quality-driven management will maintain and improve mobility by providing a safe, seamless, intermodal, environmentally sensitive transportation system. Through transportation leadership and wise use of human and financial resources, innovative technology, public/private partnerships and citizen input, we will ensure a balance of transportation options so that people and goods arrive at their destination in a timely and efficient manner.

Strategic Planning

The Georgia DOT's first cycle of a formal strategic planning process began in 1994 and resulted in the development of the mission statement, vision statement, identification of strategic directions and implementation projects. Since that time, strategic planning has been increasingly institutionalized within the Department. As a management tool, it is used to set the Department's direction, identify specific initiatives and facilitate employee teamwork to implement the projects necessary to achieve continuous organizational improvements. The Department's strategic planning process is guided by senior management: the Commissioner, the Deputy Commissioner, Chief Engineer, Treasurer and the Division Directors.

Georgia DOT Strategic Planning Goals

- Provide and maintain a high-quality, statewide multi-modal transportation system.
- Provide superior customer service for users of the transportation system.
- Optimize financial resources.
- Maintain a high-quality, motivated workforce.
- Provide leadership that instills professionalism, innovation and creativity.
- Promote effective relationships with suppliers, business partners and stakeholders that enable Georgia DOT to achieve transportation goals.

Vision of Strategic Planning within Georgia DOT

A renewed focus is being placed on strategic management as a tool for conducting and managing the business of the Department. Strategic Management is the practice of establishing the strategic direction of an organization, translating the direction to operational terms and then measuring performance against this direction. Performance results are used to determine if mid-course corrections are necessary or if further focus is required in specific areas to improve performance. The results are also used to highlight the success of the organization and benchmark for further improvements. Employees understand how their actions align and contribute to the strategic direction. Strategy becomes a part of everyone's job every day.

Statewide Transportation Plan

Federal and state laws require that the State's transportation program align with a long-range strategy in the Statewide Transportation Plan (SWTP). This plan is updated every five years and maintains a minimum 20-year horizon. The current update of the Plan was initiated in 1999 and developed a Plan for transportation improvements extending to the 2025 horizon year. The Plan was adopted and approved by the State Transportation Board in January of 2002.

The Department worked with nationally recognized experts in the development of the Statewide Transportation Plan. This allowed us to incorporate planning experience and state-of-the-art information management and analytical tools in developing alternative program scenarios, evaluating impacts and producing the Plan update.

The update of the plan studied the existing transportation systems, analyzed future economic conditions and projected travel demand for each transportation mode. Measures were used to quantify the sufficiency of system performance. The Plan considered anticipated growth patterns for the State and the impact of growth on transportation needs. This analysis was used to forecast travel demand and to identify the kinds of improvements necessary to maintain a high level of service for the State's transportation network over the next 25 years.

In August 2004, the Office of Planning began the update of the Statewide Transportation Plan. The updated Statewide Transportation Plan will extend the horizon year to 2035. The 2035 Statewide Transportation Plan will be completed in the fall of 2005, with the State Transportation Board adopting the Plan in December 2005.

The current 2025 Statewide Transportation Plan can be found online at: www.dot.state.ga.us/dot/strategic/swtp/index.shtml

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a three-year multimodal program that contains federally funded projects identified through the planning process.

Projects include:

Roads and Bridges	To operate, maintain and improve the safety of the existing 18,055-mile state highway system
Intermodal Programs	To meet transportation needs of citizens and businesses in Georgia by providing various modes of travel, including public transportation, rail, airports and deep-water ports
Transportation Enhancements	To enrich the traveling experience of the highway user through enhancements to the transportation system

Federal Funding Support for Surface Transportation

Federal funding is a key component in financing state and local transportation improvement programs. The Transportation Equity Act for the 21st Century, referred to as TEA-21, was enacted by Congress in 1998, and provided guaranteed funding of \$198 billion for highways, highway safety and transit programs for federal fiscal years 1998-2003. Congress did not enact a needed multi-year reauthorization of those surface transportation programs by the end of FY 2003, but it did enact a short-term extension providing funding through September 30, 2004, to give additional time to enact a long-term bill. Georgia highway users contribute a much larger share of federal fuel tax revenue to finance the federal highway program than the share of funding the state receives from the federal highway programs – thus, it is referred to as a “donor” state. Georgia is working with other donor states to increase the minimum rate-of-return on a state’s share of contributions, which would substantially increase federal highway funding to the state.

Major Programs	FY 2002	FY 2003	FY 2004
Interstate Maintenance	\$277 Million	\$194 Million	\$98 Million
National Highway System	\$221 Million	\$189 Million	\$323 Million
Surface Transportation Program	\$303 Million	\$258 Million	\$348 Million
Bridge	\$88 Million	\$69 Million	\$69 Million
Congestion Mitigation and Air Quality	\$42 Million	\$37 Million	\$39 Million

The Office of Environment/Location consists of two bureaus, Location and Environmental Analysis.

The Location Bureau develops concepts for roadways on new or existing location and the analysis of existing traffic and estimation of future traffic to aid in the development of roadway concepts and design. This bureau also coordinates all activities (such as geodetic control surveys) required to create design databases and the overall photographic needs of the Department. Finally, it is responsible for the production of planimetric and digital terrain model (DTM) mapping that is used as a database in the production of bridge and road plans.

The Location Bureau consists of three sections.

- Conceptual Design & Traffic Analysis Section
- Statewide Survey & Aerial Photography Section
- Photogrammetric Operations Section

The Environmental Analysis Bureau ensures that all Department projects comply with a myriad of federal and state environmental laws, regulations and Executive Orders. Compliance includes ensuring that all projects are permitted appropriately in accordance with these laws.

As part of the Department's Preconstruction Division, the EAB staff works with design engineers and right-of-way specialists to ensure that environmental issues are considered during project development. The environmental laws require that environmental resources be identified on each project and that the Department work to avoid impacts. When avoidance is not possible, the Department must work to minimize harm to these resources and to mitigate or compensate for unavoidable losses.

The Environmental Analysis Bureau consists of five sections that allow for a multi-disciplinary approach to environmental analysis. These five sections include the following:

- NEPA/GEPA Section
- Ecology/Permitting Section
- Cultural Resources Section
- Scheduling and Community Involvement Section
- Contracting Section

As part of the development of transportation projects, the Department has adopted environmental stewardship as a standard way to do business, moving from a reactive and regulatory-driven role to a proactive role that demonstrates our environmental commitment. Our environmental stewardship efforts encourage agencies and stakeholders to assist us with incorporating environmental features into project planning and development. The Department is committed to the development of high-quality transportation projects that fit into their physical and human environment, while preserving aesthetic, historic, community and natural environmental values. Our commitment to environmental stewardship is demonstrated by the two award-winning efforts highlighted below.



Mr. Garfield Long and Omega Media Group filming the New Echota TCP video.

New Echota Traditional Cultural Property

The Department in partnership with the Federal Highway Administration Georgia Division initiated the Traditional Cultural Property (TCP) study of New Echota as part of proactive, long-term transportation planning for proposed projects on SR 225 adjacent to New Echota State Historic Site in Gordon County. The TCP study and tribal consultation process developed archaeological and historical contexts of the resource, interviewed representatives of the Cherokee tribal governments, assessed the current landscape, and determined TCP boundary recommendations. The study process was documented for dissemination and use nationwide, and educational materials were developed for the public, as well as the Cherokee tribal governments.



Mr. Jerry Wolfe, of the Eastern Band of Cherokee Indians, being interviewed during the New Echota TCP study.

New Echota, the first capitol of the Cherokee Nation, 1825-1838, located in Gordon County, Georgia is a National Historic Landmark (NHL) listed on the National Register of Historic Places. Established as the capitol by the Cherokee National Council, it was the seat of Cherokee government and the location of the signing of the Treaty of New Echota, which resulted in the Cherokee's forced removal from the Southeast, and the start of the "Trail of Tears." To the Cherokee, New Echota was regarded as a birthplace of their modern political structure as well as the former home of the Cherokee fire (the word "Echota" means "your fire"). All of the Cherokee regarded New Echota as an important and significant site and one that is part of their identity. "New Echota is an important part of my history and the history of the Cherokees." said Chief Dallas Proctor of the United

Keetoowah Band. New Echota is important to the citizens and heritage of Georgia, and as a National Historic Landmark, it is important to the Nation as well.

The New Echota TCP study has been recognized with a National Environmental Excellence Award from the National Association of Environmental Professionals and an Award of Merit from the American Association for State and Local History. The study also received the National Partnership for Highway Quality Making A Difference Bronze Award. The video for the New Echota TCP study is available to the public for a fee (\$4.00 for VHS and \$8.00 for DVD) and can be obtained by contacting the GDOT's Map Sales office by phone (770-986-1436) or by writing to Georgia DOT, Map Sales, #2 Capitol Square, Atlanta, Georgia 30334.



Flint River Ravines Tract

Progressive advances in sustainable transportation planning in recent years by the Department and the Federal Highway Administration Georgia Division have led the two agencies to become major contributors to the acquisition and protection of greenspace and natural habitats in the state. As a result of an analysis of future compensatory mitigation needs under the Clean Water Act, the Department blazed new trails of communication with land trust organizations, state environmental protection agencies, Federal agencies, and private landowners to achieve a new and higher standard of integrating future transportation needs with the preservation of rare habitats. Through this new network of communication, technical expertise, and local "knowledge-of-place," the Department has already begun to realize positive results, where sites that have high stream and/or wetland restoration value coupled with unique habitats for federally-protected and other rare plants and animals have been identified and purchased. In addition to protecting high-priority areas, increased participation of local, State, and Federal entities in the identification and acquisition of public lands fosters a culture of respect and trust between different interest groups and promotes a holistic approach to transportation enhancement activities in Georgia.



Federally endangered Fringed Campion

An exemplary case study of a collaborative effort is the Flint River Ravines Tract, one of the Department's newest stream mitigation bank models. Nestled in the rolling hills and ridges where Georgia's Piedmont makes its sharp descent into the broad, flat lands of the Coastal Plain, the Flint River Ravines Tract is a mosaic of unique bottomland hardwood-forested wetland, streams, ravines, bluffs, slope forests, and geologic features that provide habitat for a variety of uncommon plant and animal species such as: the federally endangered plants fringed campion and relict trillium; a host of native mussel and snail species, including the federally threatened mussel purple bankclimber; and a variety of rare fishes. This 1300-acre property, bordered on the west by the picturesque Flint River and on the east by the cool forested slopes of Potato Creek, was in danger of being subdivided into a riverfront residential area. A private developer placed a bid on the site and planned to divide this large tract into an assemblage of five-acre home sites. The Department, through conversations with the Conservation Fund, the Georgia Department of Natural Resources (GDNR), the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service (USFWS) made a preemptive move to save this large tract from being developed. The Conservation Fund signed a real estate purchase option on the site, acting as an intermediary between a large timberlands company and the Department, allowing the Department the necessary time to process scheduling of funds through our right-of-way office.

The Flint River Ravines Tract lies adjacent to Big Lazer Creek State Wildlife Management Area. The Department is discussing with GDNR the opportunity to annex the completed stream mitigation bank to the Wildlife Management Area, providing hunting and recreational opportunities to all Georgia citizens and necessary site management to ensure that the quality of natural habitats for rare plants on the tract is not diminished. The Flint River Ravines Tract is a premier example of a wetland and stream mitigation bank that incorporates transportation needs with public benefits and ecosystem function.



Flint River shoals

In 2004 the Department received an FHWA Environmental Excellence Award for the Flint River Ravines Tract for this collaborative effort in environmental stewardship.

Transportation Enhancements

The **Transportation Enhancement Program** was established by the Intermodal Surface Transportation Efficiency Act of 1991 (**ISTEA**) and continued with the enactment of the Transportation Equity Act for the 21st Century (**TEA-21**) in 1998. The primary goal of this program is to enrich the traveling experience of motorists, cyclists and pedestrians through enhancements to Georgia's transportation system. Transportation Enhancements (TE) are projects that use funding from TEA-21 to enhance the public's transportation experience with a focus on historical, natural and scenic areas.

Georgia's most popular TE projects are:

- Streetscapes
- Bicycle/pedestrian facilities
- Historic preservation and restoration of transportation-related facilities
- Scenic Beautification

How it works

Potential projects are submitted by state agencies and local governments that seek funding for the projects, design and construction. All projects submitted are ranked by the Transportation Enhancement Advisory Panel, a volunteer group with interests in transportation and environmental enhancements. The TE Advisory Panel's recommendations assist the State Transportation Board in selecting projects for funding.

TE Funding

- Funding is provided by FHWA through the Surface Transportation Program (STP).
- Projects may be funded with up to 80% of STP funds and 20% of local match funds.
- Funding is divided equally among the 13 Congressional Districts.

General Information

- Over 600 TE projects have been selected by the Transportation Board since the inception of the program.
- 127 of those were selected in the latest round of applications for FY 04 & 05.
- The next TE application round will begin summer 2005 for FY 06 & 07 funding.
- Over 200 TE projects have been completed statewide.
- Information can be found on the Department's website at www.dot.state.ga.us/dot/plan-prog/planning/projects/te.
- Additional information can be obtained by contacting the TE Program Coordinator at 404-657-6914.

Georgia's TE Program Successful in National Comparison

The latest comparison of Transportation Enhancement (TE) funding obligation rates by state has been released by the National Transportation Enhancement Clearinghouse. Basically, Obligation is a term describing when Federal Highway approves the expenditures of federal funds for any project. In Georgia, this is done through contracts with local county or city sponsors to initiate construction of a TE project. Implementation of the TE program varies by state and as a result, obligations rates vary. Among the 50 states plus District of Columbia and Puerto Rico, Georgia was rated 13th in the nation in obligation rates. Georgia's obligation rate was 84.3% incorporating funds apportioned from FY92 - 2003. Georgia has been apportioned \$236,556,630.00 since the program began in 1992. Of the eight states that have been apportioned over \$200 million, Georgia was second only to New York.



TE project funding provided restoration of the Headgate Keeper's House, which consists of the historic house, headgate locks, the pavilion and the dining hall. The building restorations were completed summer 2004. Restoration of the headgate locks is currently under construction.



In Other TE News:

The Odum Depot and the Richland Depot received awards for Excellence in Rehabilitation from The Georgia Trust for Historic Preservation at its annual meeting April 17 in Savannah. Excellence in Rehabilitation awards recognizes projects that make compatible use of a building through repair, alterations or additions while preserving features of the property that convey its historic value.

TE funding provided to the City of Summerville, which is located in Northwest Georgia, helped pay for a 100 year old turntable to be installed and used for a scenic excursion train from Chattanooga. The project was completed spring 2003.

SCENIC BYWAYS

The Georgia Scenic Byways Program is a grassroots effort to preserve, promote, protect and interpret treasured corridors throughout the state. A Georgia Scenic Byway is defined as any designated highway, street, road or route which features certain intrinsic qualities that should be protected or enhanced. It is these qualities—be they scenic, historic, natural, archeological, cultural or recreational—which give the Byway its character and appeal.

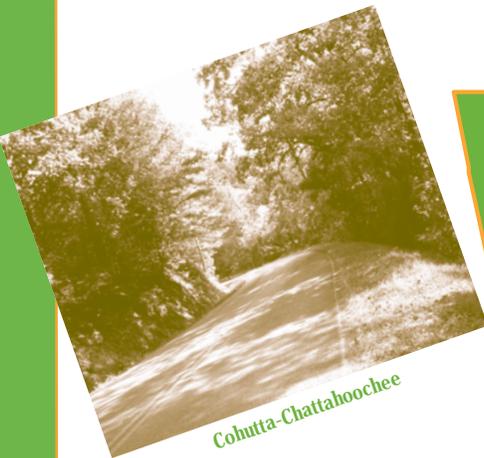
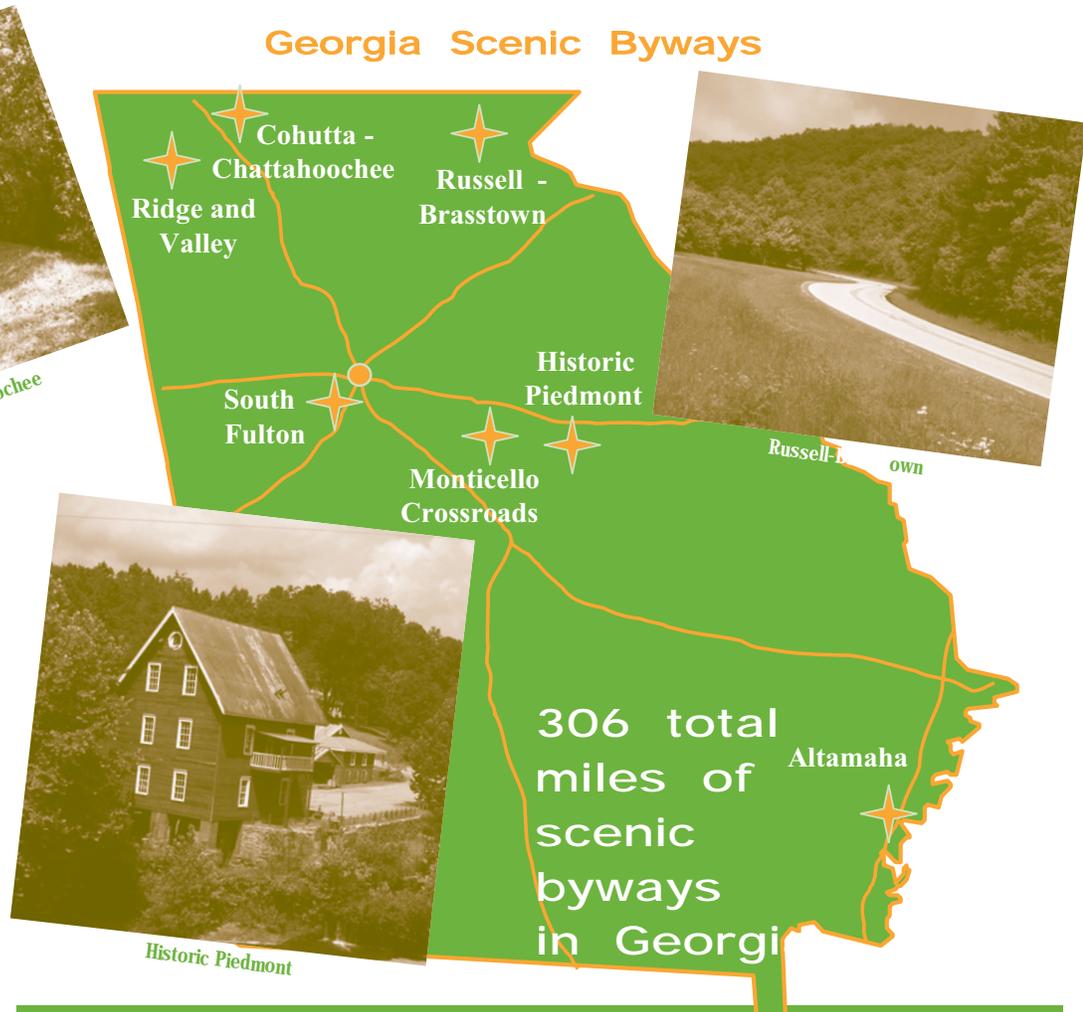
History

The National Scenic Byways Program was established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) in an effort to recognize a distinctive collection of American roads, their stories and treasured places. ISTEA also allowed for the creation of State Scenic Byway Programs. In 1995, the Georgia Scenic Byway Project, a privately funded collaboration of GDOT, the Georgia Trust for Historic Preservation, and Scenic America, laid the groundwork for our state program. In 1998, GDOT took over responsibility for the Program and continued the project's efforts of designation, promotion, preservation and enhancement.

Designation

To obtain designation, a local sponsor must complete a multi-stage process of identifying a route, submitting an application, developing a Corridor Management Plan, and receiving approval by the Georgia Department of Transportation. The application defines the route, acknowledges local support of the byway, and assesses the intrinsic qualities and potential issues of the route. The Corridor Management Plan (CMP), with significant public involvement, documents the vision for the byway and what steps will be taken to achieve the goals of promotion, preservation and development.

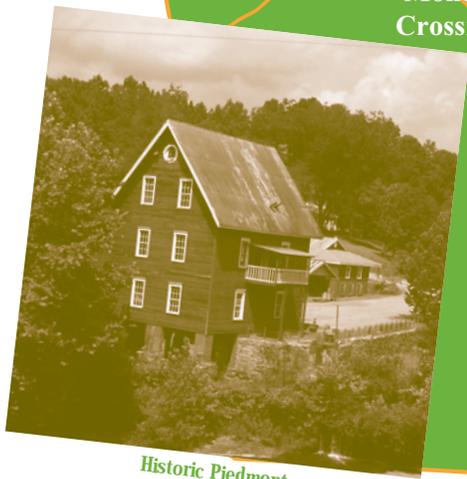
Georgia Scenic Byways



Cohutta-Chattahoochee



Russell-Brasstown



Historic Piedmont

For more information regarding the Georgia Scenic Byways Program, contact Dana Wright, Office of Planning at (404) 651-7603.

Monticello Crossroads Scenic Byway: Jasper County, 28.79 miles
Ridge and Valley Scenic Byway: Chattooga, Walker and Floyd counties, 50.71 miles
Russell-Brasstown Scenic Byway: Towns, Union and White counties, 40.61 miles
South Fulton Scenic Byway: Fulton county, 29.47 miles
Altamaha Historic Scenic Byway: Glynn and McIntosh counties, 17 miles
Historic Piedmont Scenic Byway: Hancock and Putnam counties, 85 miles
Cohutta-Chattahoochee Byway: Murray and Whitfield counties, 54 miles

http://www.dot.state.ga.us/dot/plan-prog/planning/projects/scenic_byways/index.shtml

It is a well-known fact that at the Georgia DOT, we build roads, but our responsibilities also include interstate maintenance, landscaping and enhancement. One of Georgia DOT's maintenance functions is overseeing the Wildflower Program—the planting and protection of colorful wildflowers on state routes. And to keep our wildflowers blooming on the roadsides each year, the Maintenance office researches Georgia native species and uses conservation techniques. This program is funded through Wildflower Auto Tag sales, its only guaranteed revenue source.



History

The Wildflower Program began in 1974 when Mrs. Virginia Hand Callaway, then chair of the Birds and Wildflowers Committee of the Garden Club of Georgia, Inc., spearheaded the movement to plant and protect wildflowers on the roadsides. Later, former First Lady Rosalynn Carter and several Garden Club of Georgia members met with Lady Bird Johnson to discuss the highly-successful Texas Wildflower Program. Following a trip to Texas, the women presented their ideas to Georgia DOT Commissioner Downing Musgrove, who enthusiastically endorsed the program for implementation here.

How We Did It

In November 1998, Georgia residents voted to amend the Constitution in order to create a roadside enhancement and beautification fund supplemented by the sale of special wildflower motor vehicle tags. Senate Bill 97, proposed in the 2001 legislative session, designated the Wildflower tag a specialty tag. Because it is designated a specialty tag, you can add a Black-eyed Susan to your car for a one-time \$25 fee and support future wildflower plantings on Georgia's interstates.

And We Got A Little Help From Friends

The Georgia DOT partnered with The Garden Club of Georgia Inc. to design and manufacture the Wildflower Auto Tag. The auto tag created by Georgia DOT Artist Stan Smith features the Black-eyed Susan, and the tag line, "Wildflowers in my heart!" The popular Black-eyed Susan was chosen based on its extensive familiarity among Georgians.

Why We Did It

Senate Bill 97 was important to the Georgia DOT because it provided an outstanding opportunity to increase sales and create awareness of the Wildflower Auto Tag. Increased sales result in more beautiful blooms on Georgia state routes. The bill was sponsored by Senators Rooney Bowen (13th) and Michael Meyer von Bremen (12th), who were vital to Georgia DOT's efforts in securing funding.

How Can I Buy A Tag?

Few people enjoy long hours spent driving on the road or being in traffic congestion; however, you make these experiences more enjoyable by adding a burst of color and a wave of brightness to state roadways through purchasing a Wildflower Auto Tag. For a one-time fee of \$25.00, Georgians can enjoy the unique Wildflower Auto Tag and provide critical funding for program research and maintenance. The auto tag is available at local county tag offices. For more information and county tag office locations, visit the Department of Motor Vehicles Service website, www.dmv.ga.gov. By purchasing the auto tag, you help secure the future of Georgia's roadside wildflowers.

Where Do My Dollars Go?

Proceeds from the Wildflower Auto Tag are used to fund Georgia DOT beautification projects. The proceeds also support other enhancement projects including research on the uses and value of planting native flora and native seed sources; planting of trees, shrubs and ground covers; and contract services to establish and preserve the enhancement projects.





NAVIGATOR- Georgia's Statewide Intelligent Transportation System (ITS)

NaviGator, Georgia's Intelligent Transportation System (ITS), is a joint venture between the Georgia Department of Transportation, Federal Highway Administration (FHWA), Metropolitan Atlanta Rapid Transit Authority (MARTA) and Atlanta Regional Commission.

NaviGator is an awarding winning traveler information system designed to minimize congestion of freeway and arterial infrastructure and improve traveler safety within the Atlanta metro area. It uses the latest telecommunications, video monitoring and detection system, Geographic Information Systems (GIS) and data management technologies to provide the public with up-to-date information about transportation options.

NaviGator is housed in the state-of-the-art Transportation Management Center (TMC) located in the Wayne Shackelford Building. It provides a regional transportation management system by combining the efforts of the Georgia DOT with the counties of Clayton, Cobb, DeKalb, Fulton and Gwinnett, the cities of Athens, Atlanta and Savannah, and MARTA. The Transportation Control Centers (TCCs) in these areas link directly to the TMC, creating an inter-jurisdictional transportation management network extending more than 234 highway miles and 150 arterial miles.

Video Monitoring and Detection

The Video Monitoring and Detection System uses real-time video to detect and verify surface and arterial street congestion, road incidents and road conditions.

This system uses:

- 319 pan, zoom and tilt full-color TV cameras.
- 1361 black and white video detection cameras, to gather information on average speed, traffic volume and vehicle classification.
- 163 cameras operated by area Traffic Control Centers (TCCs).

Changeable Message Signs (CMS)

Changeable Message Signs (CMS) display three types of messages; travel time messages and incident messages.

- Congestion messages relate to the volume and speed of traffic over a section of highway.
- Incident messages apply to accidents, stalls and construction.
- Child Abduction (Levi's Call) messages are displayed when a child has been abducted in or near Georgia.
- There are 97 CMS units located along Interstates 20, 75, 85, 285 and Georgia 400.

The screenshot shows the NaviGator website interface. On the left is a navigation menu with categories: New (My Navigator), TRAFFIC (Maps, Georgia, Atlanta, Macon, Incidents, Construction, Trip Times, Cameras, Signs, Weather), SEASONAL (Hurricane), and INFO (FAQ, Exit #'s, Links, Contacts, About Us, Site Map, Legal). The main content area has filters for Freeway (I-75, I-85, I-20, I-285, GA 400) and Local (Clayton, Cobb, DeKalb, Fulton, Atlanta). A list titled 'Interstate 75 Cameras' includes: GDOT-719: 75 NB AT HUDSON BRIDGE, GDOT-718: 75 SB N OF FLIPPEN RD, GDOT-716: 75 N OF FLIPPEN RD, GDOT-715: 75 AT WALT STEPHENS RD, GDOT-714: 75 S OF I-675, GDOT-713: 75 AT I-675, GDOT-712: 75 N OF I-675, GDOT-711: 75 AT SR 138, GDOT-710: 75 S OF FIELDER RD, and GDOT-709: 75 AT FIELDER RD. A live video feed titled '75 NB AT HUDSON BRIDGE' shows a highway scene with a 'NAVIGATOR' watermark. Below the video is a 'Click for larger image.' link. A copyright notice at the bottom reads: '© 2003 GOVT Georgia Dept. of Transportation'. A hint at the bottom states: 'Hint: With most browsers you can select one camera in the list then use the up and down arrows on your keyboard to scroll through them all!'

Incident Management Program

The Incident Management Program is a part of Georgia's NAVIGATOR System. Its primary goal is to inform the public of congested roadways due to incidents and crashes, safely and quickly remove them from travel lanes, and restore traffic to a smooth and normal flow.

The Incident Management Program is made up of the following:

- Accident Investigation Sites (AIS).
- *DOT and #DOT (368).
- Highway Emergency Response Operators (HERO).

Accident Investigation Sites (AIS)

Accident Investigation Sites (AIS) are 100-foot long shoulder extensions that provide a safe area for motorists involved in accidents to exchange information away from the danger of on-coming traffic. Approximately 51 AISs have been constructed along Interstates 20, 75, 85 and 285.

*DOT (368)

*DOT (368) is a free cellular phone service sponsored by the Georgia Department of Transportation. AT&T, Sprint PCS, Cingular, T-Mobile and Verizon customers who see or are involved in an accident or traffic congestion can call *DOT and report these incidents from a cellular phone 24 hours a day. These phone numbers connect directly to a Traffic Management Center Customer Service Operator.

Coastal Evacuation System

This is a traffic management, data collection and traveler information system, installed on evacuation routes along Georgia's Coastal Region for the purpose of improving traffic flow and providing real-time information during an evacuation due to such events as a hurricane. The Coastal Evacuation System consists of data collection devices, changeable message signs, surveillance cameras and highway advisory radio.

Weather Monitoring and Reporting System

A comprehensive network of weather stations are located throughout Georgia along the interstate system, providing information to the Transportation Management Center on precipitation (snow, ice) wind/speed, visibility and air and pavement temperatures. This information is used to give accurate information to travelers affected by these weather conditions.

More Information on NAVIGATOR

If you would like more information on Georgia's Intelligent Transportation System (ITS), NaviGator, please visit our website at www.georgia-navigator.com. A new feature on the NaviGator website includes "My NaviGator". "My NaviGator" allows you to customize the website for your travel to and from work and/or home. It is easy and fast to use. Just sign up by logging onto www.georgia-navigator.com and clicking on "My NaviGator". If you would like to schedule a tour of the state of the art Transportation Management Center (TMC) please contact the TMC Media Relations Office at 404-624-1300.



Highway Emergency Response Operators (HEROs)

The main objectives for Highway Emergency Response Operators (HEROs) are to minimize major disruption of freeway traffic flow at incident locations, eliminate factors that can cause traffic tie-ups and reduce response time to incidents on the road.

HERO Unit duties include the following:

- The HEROs run two shifts Monday through Friday from 5am until 9:30pm
- HEROs are on-call from TMC and HERO Headquarters, Monday through Friday from 9:30pm to 5:30am
- One shift of HEROs patrol routes Saturday and Sunday, from 9:30am to 9:30pm
- Initiate measures to reduce traffic congestion and delays.
- Provide support to law enforcement, first-response and other emergency agencies.

When HEROs are not attending to traffic incidents they are able to assist stranded motorists with minor mechanical problems including:

- Changing flat tires.
- Jump starting weak batteries.
- Providing fuel or coolant.
- Providing road and travel information and use of a cellular phone.
- Transporting motorists to safe areas away from traffic.

Highway Emergency Response Operator (HERO) Unit Facts (2004)

Total HERO Unit Personnel:	51
1 Incident Management Manager	
1 Assistant Incident Management Manager	
40 Highway Emergency Response Operators (HERO)	
7 HERO Supervisors	
2 Administrator Assistant	
Total Vehicles in Fleet:	49
• One-Ton Vehicles	40
• Crew Cabs	7
• Blazer (SUVs)	2
Total Assists/Accidents Worked	54,411
Average Response Time:	Under 10 Minutes



High Occupancy Vehicle (HOV) lanes are an integral part of the NAVIGATOR system, designed to help reduce air pollution, improve traffic congestion and ensure a substantial time savings for commuters who rideshare (two or more occupants per vehicle). They were introduced to the metro Atlanta area on December 14, 1994, along an 18-mile section of Interstate 20 east of Interstates 75/85. Additional lanes opened in 1996 along I-75 and I-85 inside of I-285. In 2001, HOV lanes were constructed on I-85 extending the lanes nearly 12 miles outside I-285 to State Route 316.

The proposed I-75/I-575 HOV project in metro Atlanta's northwestern quadrant is the Department's next HOV priority. It is a key element in meeting the Department's goals of providing transportation choices, improving mobility and reducing congestion in this heavily-traveled corridor.

This project is in the Governor's Fast Forward Program and is currently in the preliminary engineering/environmental analysis stage. As part of this HOV project, Georgia DOT is partnering with the Georgia Regional Transportation Authority (GRTA) to develop plans and environmental studies to implement Bus Rapid Transit (BRT) and Express Coach Commuter services and facilities along the I-75 corridor.



HOV Occupancy Requirements

- Two or more occupants per vehicle
- Motorcycles
- Emergency vehicles
- Certified Alternative Fuel Vehicles (AFV), such as electrically powered cars and compressed natural gas (CNG) vehicles.
- Hybrid vehicles are not currently allowed.

Solid Double Lines mean traffic cannot change lanes. Dashed Lines allow traffic to move between lanes.

The solid lines will limit vehicular movement between the HOV lane and general purpose lanes. This is primarily a safety measure to limit accidents caused from continuous merging into and out of the HOV lanes. Motorists may only enter and exit the HOV lane when the lines are dashed. The Georgia DOT hopes

that this will encourage the legal use of HOV lanes and discourage use of the HOV lane as a passing lane for single occupancy vehicles.

HOV Lane Map



Is this law?

Yes, entering or exiting the HOV lane over a solid double line is illegal and violators will be ticketed.

What about old HOV lanes, will they be changed to utilize solid double lines?

Yes, this will happen soon, other HOV lanes will be restriped with the double lines. This will allow the lanes to flow smoothly and ensure safety and less congestion when motorists exit and enter the lanes.

Hours of Operation

HOV lanes on Interstates 75, 85 and 20 are all operated 24-hours a day, seven days a week.

For more information on HOV lanes, visit the Georgia DOT website at www.dot.state.ga.us/specialsubjects/hov/index.shtml.

HOV

The Traffic Incident Management Enhance Task Force (TIME) was formed to address the critical issues related to incident management in the region. This task force is made up of concerned incident responders from transportation agencies, fire, rescue, police, towing, emergency medical services, etc.

TIME Task Force has 4 committees:

- 1. Program and Institutional Issues-** Develops multi-agency, multi-year strategic plans detailing specific programmatic activities to be accomplished with appropriate budget and personnel needs identified. Develop formal inter-agency agreements on operational and administrative procedures and policies.
- 2. Operational Issues-** Develop procedures for major incidents, responders and motorist safety, response and clearance policies and procedures.
- 3. Communication and Technology-** Encourage data and video information transfer between agencies and applications, encourage increase use of the Transportation management Center (TMC) and local Traffic Control Centers (TCCs) to coordinate incident notification and response, develop specific policies and procedures for traffic management during incident response and encourage the ability to merge/integrate and interpret information from multiple sources.
- 4. Public Education and Awareness-** Ensure the public is educated on incident management, the role of emergency responders and the importance of their cooperation in the quick clearance of incidents.

Task Force Members

Alpharetta Police Department	Georgia Regional Transportation Authority
Atlanta Airport Area Chamber of Commerce	Georgia State Patrol
Atlanta Police Department	Georgians for Better Transportation
Atlanta Regional Commission	Governor's Office
City of Alpharetta	Governor's Office of Highway Safety
Cherokee County Board of Commissioners	Greater North Fulton Chamber of Commerce
City of Atlanta	Gwinnett County Department of Transportation
City of Marietta Fire Department	Gwinnett County Fire Department
City of Roswell	Gwinnett Police Department
Clayton County Department of Transportation	Gwinnett Police Academy Alumni Association
Clayton County Fire Department	Henry County Board of Commissioners
Clean Air Campaign	Henry County Fire Department
Cobb County Fire Department	HEPACO
Cobb County Police Department	IIS Georgia
Cobb County Department of Transportation	Marietta Police Department
Cobb County Medical Examiner's Office	Metro Atlanta Chamber of Commerce
DeKalb Fire & Rescue Services	National Engineering Technology
DeKalb County Police Department	PB Farradyne, (A Parsons Brinckerhoff Company)
DeKalb County Planning Department	Remtech
DeKalb County Road and Drainage	Roswell Department of Transportation
Federal Highway Administration	Roswell Police Department
Fulton County	Street Smarts
Fulton County Police Department	Towing & Recovery Association of Georgia
Georgia Department of Motor Vehicle Safety	Transcore
Georgia Department of Transportation	URS Corporation
Georgia Motor Trucking Association	

TIME TASK FORCE PRELIMINARY GOALS

- Increase public awareness of regional incident management.
- Develop/deliver common training for incident responders.
- Coordinate, communicate, cooperate between different agencies in the region.

MISSION

Develop and sustain a region-wide incident management program to facilitate the safest and fastest roadway clearance, lessening the impact on emergency responders and the motoring public.

PURPOSE

The purpose of the TIME Task Force is three-fold:

1. To continue the dialogue on ways to improve inter-agency coordination and cooperation.
2. To create an opportunity for multi-agency training which promotes teamwork.
3. To serve as a platform for participants to develop common operational strategies and a better understanding of other agencies' roles and responsibilities.



DID YOU KNOW?

Over 50% of the congestion in the Atlanta region is caused by non-recurring incidents.

Incident management increases the operating efficiency, safety and mobility of the highway by systematically reducing the time to detect and verify an incident occurrence; implementing the appropriate response; safely clearing the incident while managing the affected flow until full capacity is restored; and providing motorists with enough information about the incident to make knowledgeable decisions.

CONTACT INFORMATION

For more information on the **TIME** Task Force, please contact: (404)635-TIME(8463) or time@dot.state.ga.us

Public transportation may be the only available means of mobility for nearly four million urban and rural residents in Georgia. Public transportation is broken down into two sections: Urban Transit Service and Rural Transit Service.

2003 Updates

Urban Transit Service

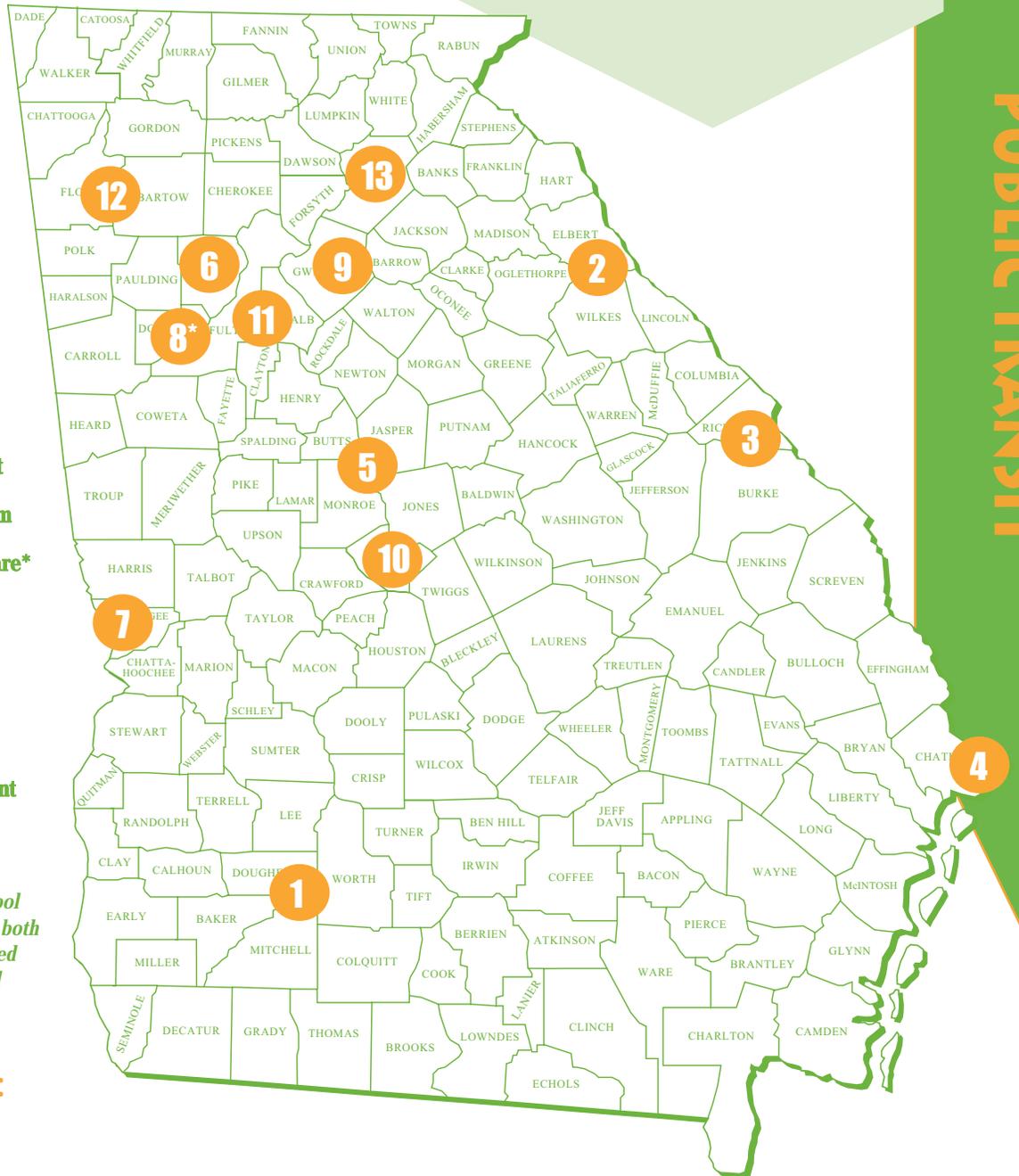
This is a fixed route/fixed schedule service that uses standard public transportation equipment to provide a means of transportation for residents living in urban areas across the state.

Number of urban transit systems (statewide):	13
Total revenue vehicles:	1288 buses & 238 rail cars
Revenue vehicle miles:	64,070,058
Number of passenger trips:	156,976,334

Urban Transit Systems:

1. Albany Transit System
2. Athens Transit System
3. Augusta Public Transit
4. Chatham Area Transit Authority
5. Clayton County Transit
6. Cobb Community Transit
7. Columbus Transit System
8. Douglas County Rideshare*
9. Gwinnett County Transit
10. Macon-Bibb County Transit Authority
11. MARTA
12. Rome Transit Department
13. Hall Area Transit

* Douglas County provides vanpool services to county residents in both the urbanized and non-urbanized portions of the region. No fixed route service is provided.



Advantages:

- Eases traffic congestion
- Improves air quality
- Provides access to commercial, medical and business locations

This is a demand/responsive service that uses small buses or vans to provide public transportation to Georgia residents living in rural areas. One of the long-range goals of the Georgia Statewide Transportation Plan is to expand rural, public transit programs across the state.

Advantages:

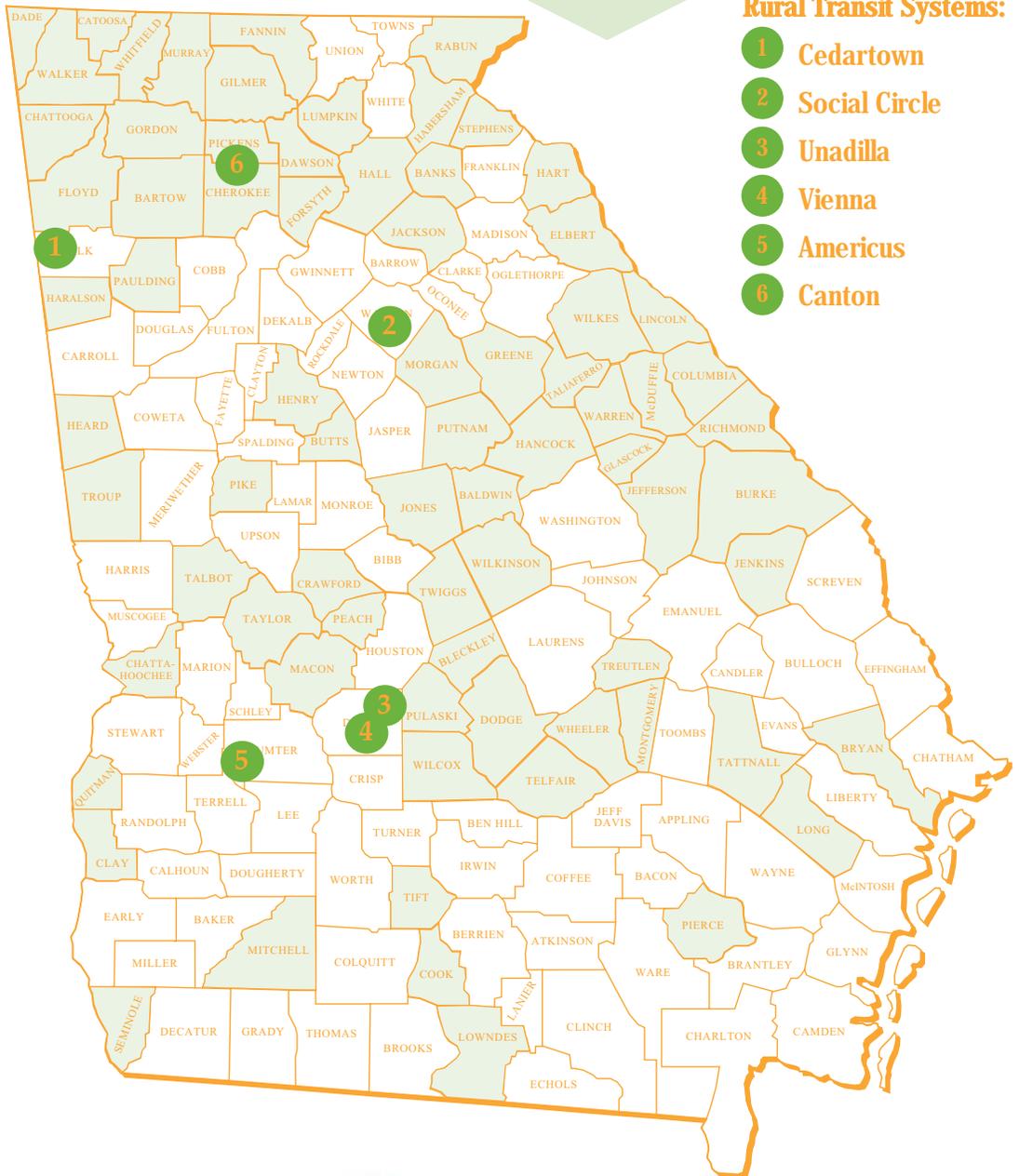
- Addresses the needs of rural, low-density development.
- Provides access to commercial, medical and business locations.
- Offers a combination of services to meet local needs.

2003 Updates

Number of rural transit systems (statewide):	96
Total revenue vehicles:	342
Revenue vehicle miles:	8,793,919
Number of passenger trips:	1,670,642

Rural Transit Systems:

- 1 Cedartown
- 2 Social Circle
- 3 Unadilla
- 4 Vienna
- 5 Americus
- 6 Canton



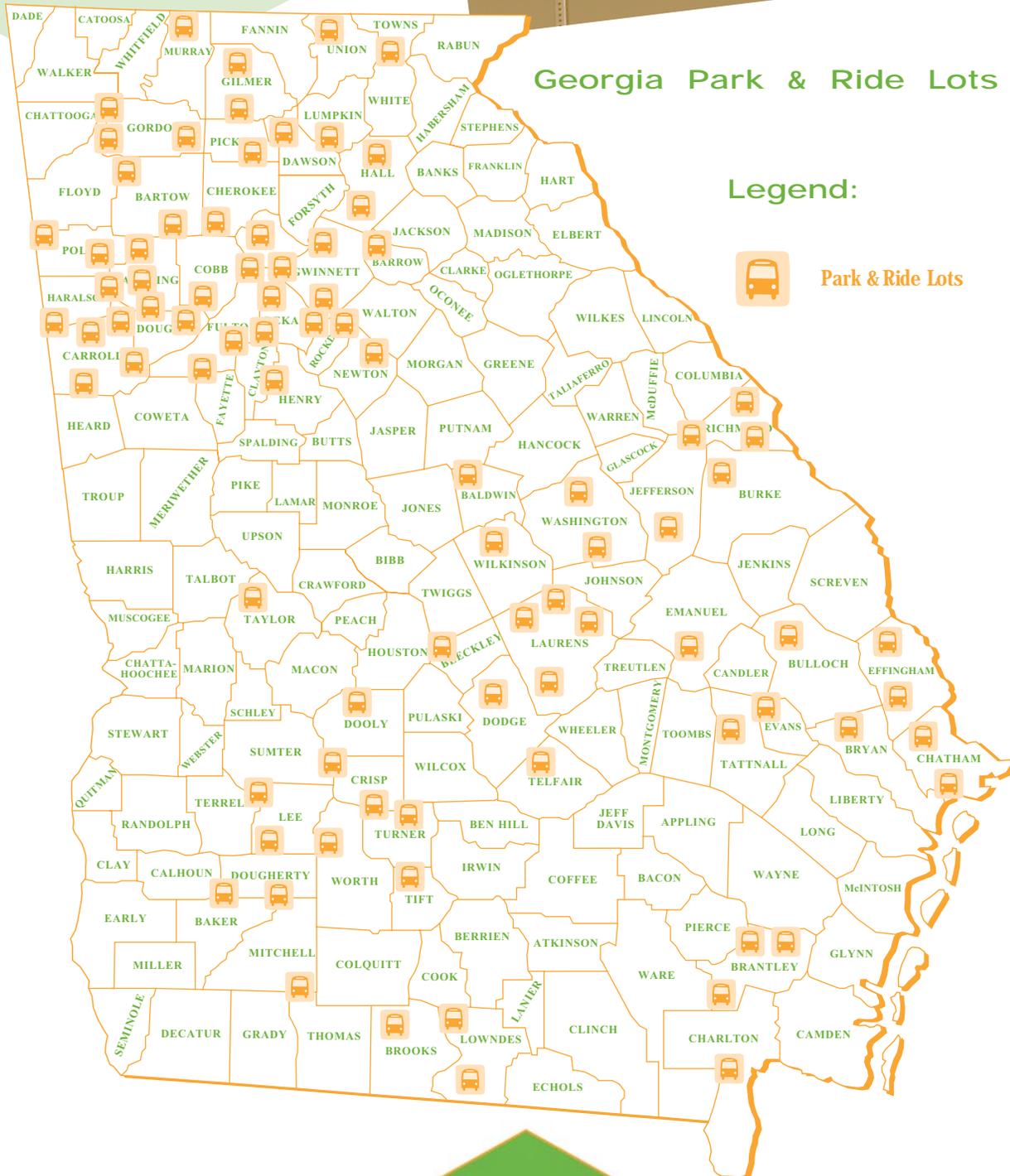
Legend:

- County Programs
- City Programs

With 103 Park & Ride lots currently in use, the Georgia Rideshare Program offers Georgia residents a safe and convenient way to commute through the operation of carpools, vanpools and Park & Ride lots.

2003 Updates

Number of Park & Ride Lots:	103
Number of Available Spaces:	9,706
Total number of used spaces (average):	1,832
Percent Usage Statewide:	19%



RIDESHARE

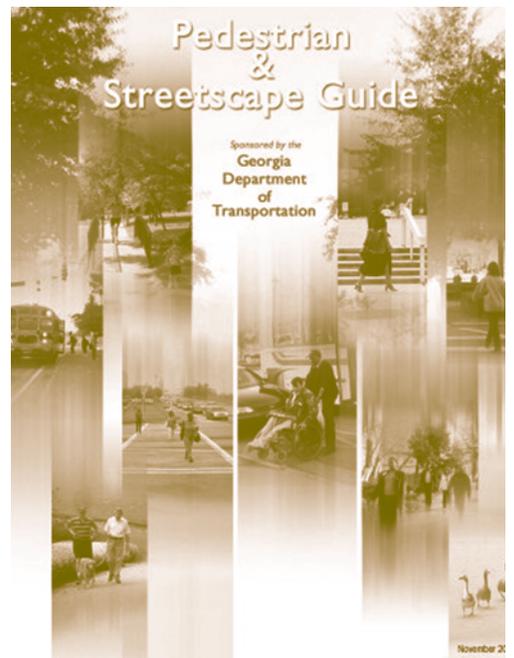
The Department of Transportation is committed to improving bicycle and pedestrian access and safety. Through its Bicycle and Pedestrian Program, Georgia DOT is developing a State Pedestrian Plan, a State Bicycle Plan and 15 regional bicycle and pedestrian plans. These plans will enable Georgia DOT to identify needs for bicycle and pedestrian facilities, as well as address safety, education and design issues. The Program also produced the Georgia Pedestrian and Streetscape Guide to assist Georgia DOT and local governments in pedestrian design and is developing a bicycle safety and rules-of-the-road manual and a Safe Routes to School Demonstration Project.

Statewide Bicycle Route Facts:

- A state bicycle map became available in 2002
- 14 bicycle routes across Georgia
- Routes range in length from 39 miles to 427 miles
- Total length of system is 2,943 miles
- 70% of the network is located on the state highway system
- Signing began in 2001
- Routes 10, 95, 85 and 50 are signed



The Pedestrian & Streetscape Guide received a Golden Shoe award for 2004



Each route has been given a unique name and route number. State bicycle-route maps are available free-of-charge through the Georgia DOT. A turn-by-turn route description is also available online. For more information, see the Bicycle and Pedestrian Program website: www.dot.state.ga.us, then click on *Bicycle and Pedestrian*.

Geographic Information System (GIS)

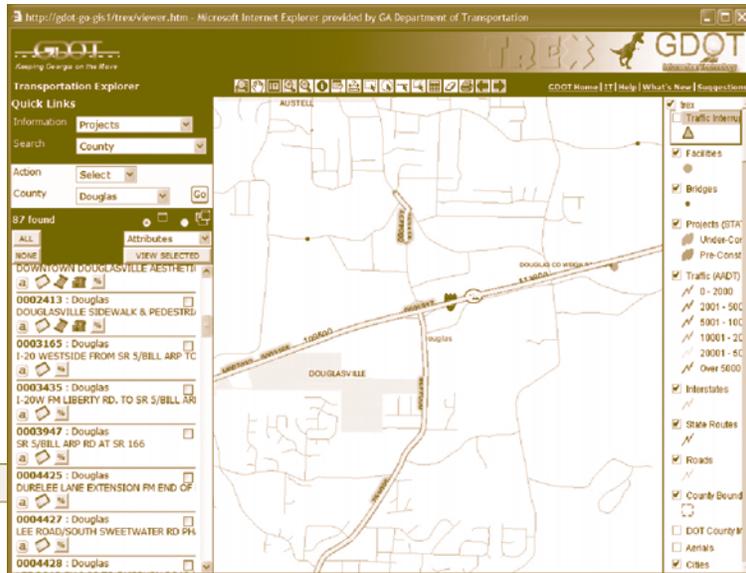
The Georgia Department of Transportation's Geographic Information System (GIS) is an organized collection of data, identified according to their spatial location. GIS can depict many data sets, or "layers" of information, one on top of the other, to visualize and analyze relationships. GIS technology works by linking information stored in databases to a place or location. Users can question the data and present the answers in maps, graphs and tables. Since 80% of all information has a geographic component, the power of GIS can be widely used to support decision-making and problem-solving.

GIS within Georgia DOT

GIS is rapidly becoming a necessary technology tool for planning, analyzing, modeling and managing information. GIS at the Georgia Department of Transportation is being used to:

- Provide the spatial integration of disparate Departmental databases.
- Route oversized truck loads.
- Analyze spatially related information - Accidents, Traffic Volume, etc.
- Provide models for roadway and construction planning.
- Produce Maps - Georgia DOT's official state map, city and county road maps, Traffic Flow map, and Georgia Rail map.

GDOT's Transportation Explorer (Trex) is an internal application to spatially display disparate data sets. The example to the right displays the intersection of I-20 and Lee Road in Douglas County. Displayed are Construction Projects, GDOT Facilities, Bridges, County/City Roads, and AADTs. Additional information, DOT County Maps and Aerial Photography could be displayed. The left hand pane displays that Projects have been selected and the user is provided access PreConstruction and/or Construction information, and Design Plans with a simple click of a mouse.



GDOT GIS data for the Public

The NaviGator Real-time Traffic Map (<http://mynav.georgia-navigator.com/www/home>) displays active incidents, recently cleared incidents, and active lane closures as a result of construction. This "real-time" information is provided to the traveling public to ensure a safe and trouble-free commute.

Additional GIS data is available to the public at the Georgia GIS Data Clearinghouse (<http://gis.state.ga.us/Clearinghouse/clearinghouse.html>).

Georgia Rail System

The Georgia Railroad System consists of nearly 5,000 route miles. The leading rail freight commodities originating and terminating in Georgia are the following:

- Coal
- Wood Products
- Non-metallic minerals

Two major freight railroad companies, CSX Transportation and the Norfolk Southern Company, own and operate 73% of the total state system.

- CSX operates 1,777 miles of railroad in Georgia.
- Norfolk Southern operates 1,777 miles of railroad in Georgia.

Railroad Facts

Light Density lines

- 28% (1,326 miles) of the state's railroad system is operated by 21 independent or short line operators.
- Norfolk Southern has approximately 377 miles of light density lines and CSX has another 33 miles.
- Georgia's light density lines carry less than three million gross tons of freight per year and function as local service operators, primarily in rural agricultural areas.

Corridor Preservation

- Georgia DOT seeks to preserve and enhance rail freight access for the state's shippers through the strategic acquisition and rehabilitation of shortline trackage in danger of abandonment.
- Currently, Georgia DOT owns nearly 500 miles of light density line. This track, in turn, is leased to shortline operators.

Mainlines

- 3,100 miles of the rail system are classified as "mainline track."
- Some Georgia mainlines transport more than 80 million gross tons per year, ranking them among the most heavily used in the country.

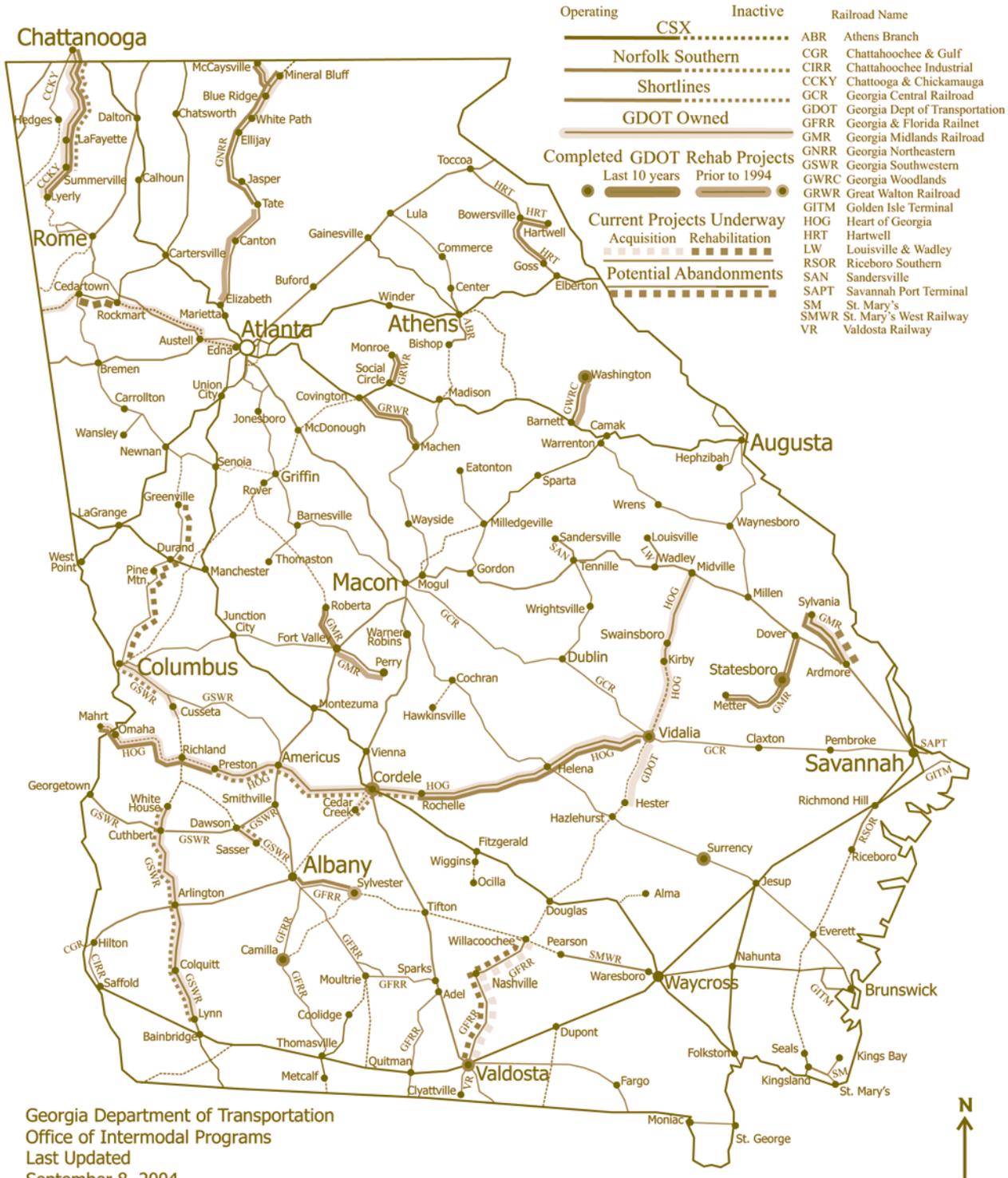
Estimated Track Route Mileage

Railroad Company	Miles
CSX Transportation	1,733
Norfolk Southern	1,777
The Athens Branch (ABR)	19
Chattahoochee & Gulf (CGR)	2
Chattahoochee Industrial (CIRR)	15
Chattooga & Chickamauga (CCKY)	68
Georgia Central (GCR)	152
Georgia & Florida Railnet (GFRR)	232
Georgia Midlands (GMR)	78
Georgia Northeastern (GNRR)	92
Georgia Southwestern (GSWR)	221
Great Walton (GRWR)	36
Georgia Woodlands (GWRC)	17
Golden Isle Terminal (GITM)	19
Hartwell (HRT)	58
Heart of Georgia (HOG)	225
Louisville & Wadley (LW)	10
Riceboro Southern (RSOR)	19
Saint Mary's (SM)	11
Saint Mary's Railway West (SMWR)	23
Sandersville (SAN)	9
Savannah Port Terminal (SAPT)	10
Valdosta Railway (VR)	10
TOTAL	4,836

Georgia boasts approximately 4,836 miles of rail track.



Georgia Rail System



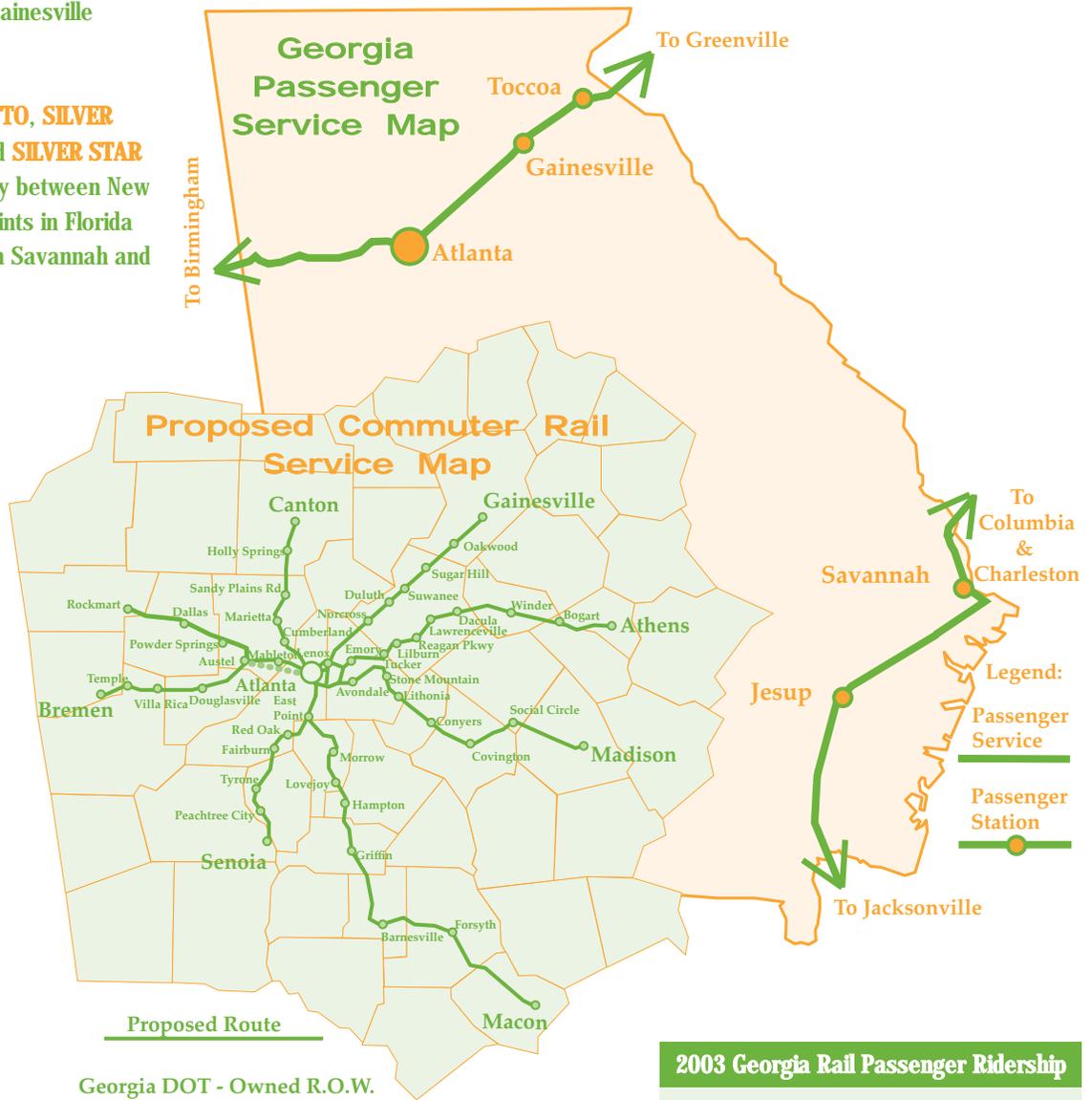
RAILROADS

Georgia Department of Transportation
 Office of Intermodal Programs
 Last Updated
 September 8, 2004
 Visit us at: WWW.DOT.STATE.GA.US/DOT/PLAN-PROG/INTERMODAL/RAIL/

Rail Passenger Service in Georgia is provided by AMTRAK (the National Railroad Passenger Corporation).

AMTRAK operated the following routes:

- The **CRESCENT** operates between New York and New Orleans with stops in Atlanta, Gainesville and Toccoa.
- The **PALMETTO, SILVER METEOR** and **SILVER STAR** operate daily between New York and points in Florida with stops in Savannah and Jesup.



Proposed Commuter Rail Service

The Georgia Commuter Rail Plan's recommendations are as follows:

- Use existing rail lines for passenger service.
- Provide service at 40 stations in 50 counties (staged over a 20-year plan).
- Implement Phase I with one line from Atlanta to Bremen, one line from Atlanta to Athens and one line from Atlanta to Senoia.
- Include Phase II lines from Atlanta to Canton, Gainesville and Madison.

2003 Georgia Rail Passenger Ridership

Station	Miles
Atlanta (CRESCENT)	91,891
Gainesville (CRESCENT)	4,717
Toccoa (CRESCENT)	2,434
Savannah (SILVER SERVICE)	41,248
Jesup (SILVER SERVICE)	6,160
Total	146,450

Proposed Intercity Passenger Rail Service

A two-tiered intercity passenger rail network has been proposed for the State of Georgia. Recommendations for implementation are as follows:

First Priority Corridors

- Atlanta to Macon via Griffin
- Savannah to Jacksonville via Jesup
- Macon or Savannah via either Vidalia or Eastman and Jesup
- Macon to Albany via Americus

Second Priority Corridors

- Atlanta to Augusta via Madison
- Atlanta to Columbus via Griffin
- Atlanta to Greenville via Gainesville and Toccoa

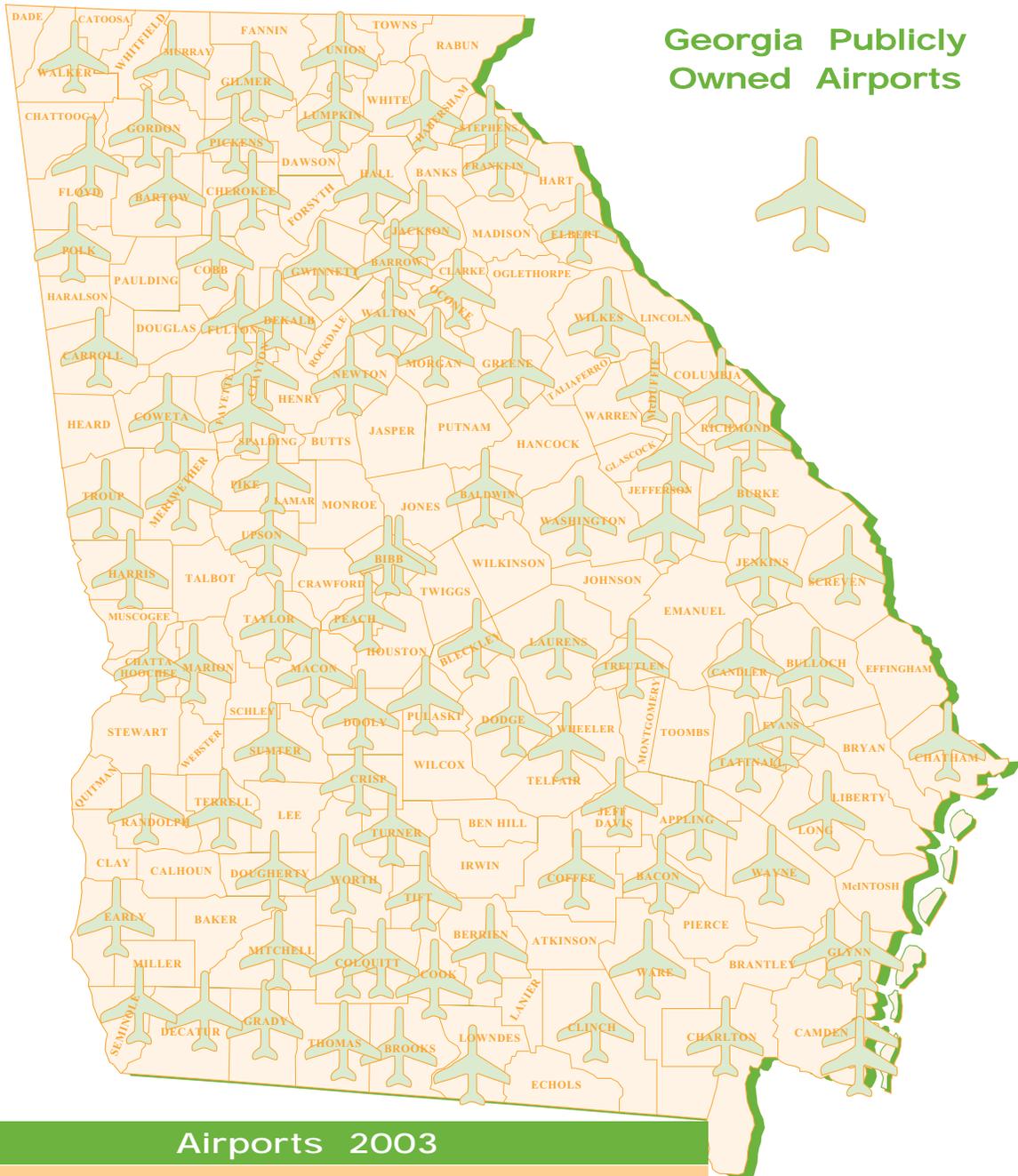
Recommended Inter-City Rail Passenger Routes Map



Aviation Programs

Aviation Programs guides and directs the development of the state's system of airports in support of economic development and Georgia's participation in the global marketplace. Aviation Programs is tasked to assure a safe, adequate and well-maintained system of airports, to promote and encourage the use of aviation facilities and to foster safer operating conditions at these facilities.

AVIATION



Airports 2003

Total number of airports (public or private use)	451
Public Use	
Airports/General Aviation & Air Carrier	106
Publicly owned and open to the public	103
Privately owned and open to the public	3
Private Use	
Airports/General Aviation	232
Heliports	110

Airports Providing Scheduled Air Carrier Service



AVIATION

Air Carrier Facts 2003

Number of Passengers	81.8 Million
International Airports (Atlanta and Savannah)	2
Number of Employees	63,000

Georgia Ports Authority (GPA)

Georgia's productive ports promote international trade and enrich the state's economy for the benefit of all Georgians. Beyond the sheer volume of international trade handled, the ports' positive impact on Georgia's economy is astonishing; generating the greatest economic benefit at the lowest imaginable cost.

The Port of Savannah posted impressive gains in FY '04 – surpassing the 1.5 million TEU (Twenty-foot Equivalent Units) milestone for the second consecutive year, with a 4.5% increase over the previous year's record performance. More than 1.7 billion TEUs were shipped through Georgia Ports Authority in fiscal year 2004. This is a 4.5 percent growth over last year, or an amazing 67,365 more TEUs than last year. The Port of Brunswick again surpassed the 300,000 mark for the shipment of auto and machinery units in a single year; 346,780 auto and machinery units were shipped through the Port of Brunswick during fiscal year 2004.



The Authority is extremely proud of its work, its people and its facilities. The deepwater ports in Savannah and Brunswick, together with inland ports in Bainbridge and Columbus, serve as Georgia's gateway to the world.

Georgia Ports Authority (GPA) and Private Terminals

The continued growth of Georgia's ports plays an important role in ensuring Georgia's economic well-being.

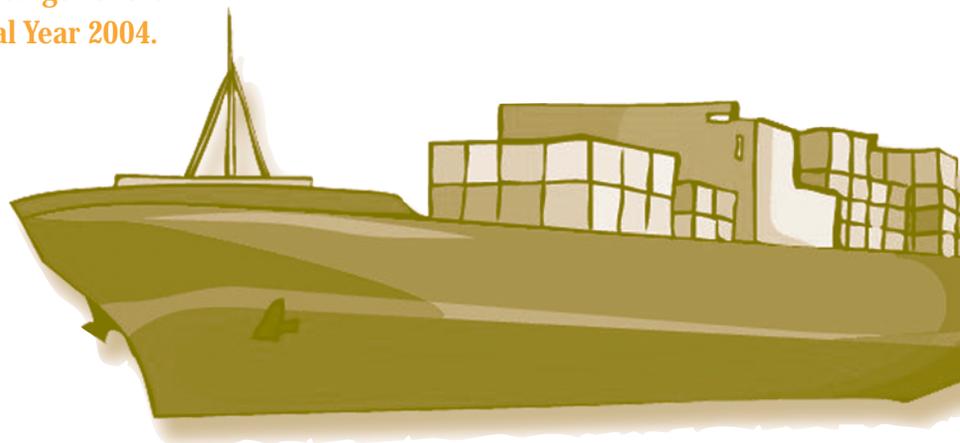
More than 275,968 Georgians work in jobs generated by port sector activity, which every year contributes \$10.8 billion in income, \$35.4 billion in revenue and some \$1.4 billion in state and local tax receipts to benefit Georgia's bustling economy.

Growth

The Port of Savannah was the one of the fastest-growing major container ports in the U.S. for calendar years 2003 and 2004.

Bolstered by substantial gains in the container and automobile sectors, the Georgia Ports Authority facilities handled record levels of cargo for the 17th consecutive year during Fiscal Year 2004.

The Port of Savannah is now recognized worldwide as a major regional cargo hub and is the fifth largest container port in the country.



The Port of Savannah serves as a major distribution point to and from a 26-state hinterland in the eastern United States. Today, the Port of Savannah services 12 major distribution centers, moving more than 300,000 containers annually through more than nine million square feet of warehousing.

Future Plans

Port of Brunswick

Work is continuing on the deepening of the channel from 30 feet to 36 feet in the inner harbor west of the Sidney Lanier Bridge.

Continued expansion of auto processing/storage capabilities and other infrastructure improvements.

Port of Savannah

Containerberth 8 (CB-8) will increase the capacity of the Port of Savannah by 20 percent. The new berth will include 2,100 feet in linear berthing space and 100 additional acres of container handling and storage area. When complete, the Port of Savannah will make up over 9,800 feet in linear berthing space, increasing what is already the largest single container facility on the entire east and Gulf coasts of this country.

According to an economic impact model created by Georgia's University System, GPA anticipates 11,000 new direct and indirect jobs will be created as a result of this expansion. Currently, 275,968 direct and indirect jobs statewide result from port activity, with more than \$10.8 billion in income generated each year.

Millions of dollars of new investments will be made in the Savannah area as a result of CB-8 in distribution, warehousing and other port related businesses.

During FY04, the Port of Savannah welcomed new ocean carrier services to an already extensive list of liner services, giving shippers more choices, better frequency and assurance of competitive rates.

In addition to landside improvements, plans call for the deepening of the Savannah Federal Navigation Channel from its current depth of 42 feet up to 48 feet at mean low water.

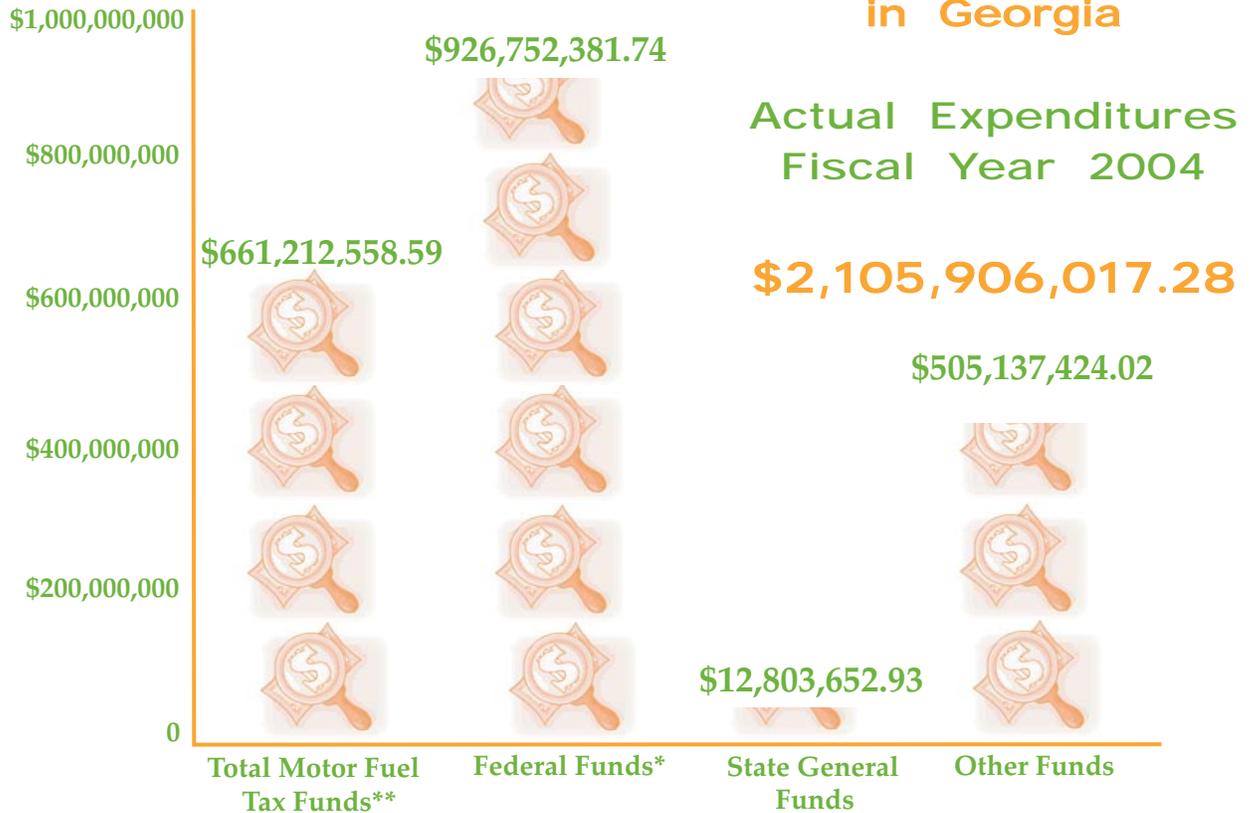
Major Exports and Imports

The following is a list of some of the major shipping cargo handled at Georgia's four main ports.

Exports	Major Imports
Kaolin and China Clay	Coal
Drilling Mud & Soil	Gypsum
Wood Pulp	Limestone
Paper & Paper Board	Fertilizer
Grains & Flour	Granite
Poultry	Furniture

To learn more: Visit www.gaports.com for updated information about Georgia's ports.

Transportation Funding in Georgia



** 7.5 percent motor fuel tax, 3 percent sales tax, interest on motor fuel tax
 * Federal Highway Administration (FHWA), Coast Guard & Misc. Federal Funds

Georgia has several major sources for funding public sector transportation programs.

1. Motor Fuel Tax Funds

Georgia collects a motor fuel tax of 7.5 cents per gallon on gasoline, diesel fuel, gasohol, liquid propane and any other substance sold as motor fuel. It also levies a retail motor fuel sales tax for transportation at a rate of 3 percent.

2. Federal Funds

The **Transportation Equity Act for the 21st Century (TEA-21)** authorizes funding for highway, highway safety, transit and other surface transportation programs for the next three years.

The **Federal Transit Authority** provides mass transit grants which are used for actions such as buying buses and covering operating expenses for urban and rural public transportation.

3. Georgia General Assembly

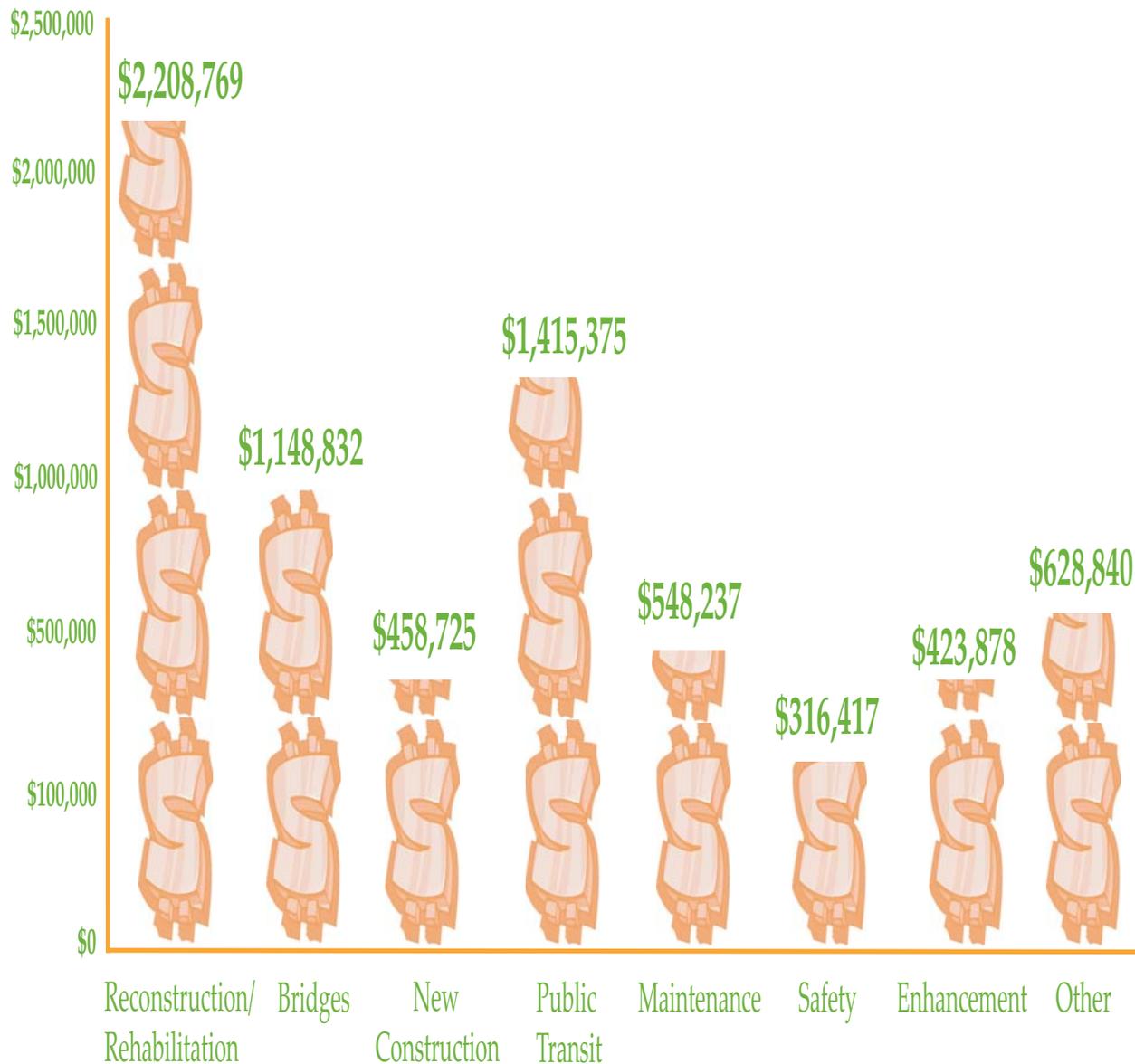
The **Georgia General Assembly** funds transportation programs from motor fuel tax and general funds or through the issuance of general obligation bonds. Projects funded by the Georgia General Assembly can include local roads, the Governor's Road Improvement Program (GRIP) and intermodal projects such as public transportation, rail, ports and aviation.

4. State Road and Tollway Authority

The **State Road & Tollway Authority** provides guarantee revenue bond funding. These funds will be used to accelerate transportation needs in Georgia.

Projected Budget for Fiscal Year 2005	
Motor Fuel Tax	\$634,149,102
Federal Funds	\$1,007,870,672
State General Funds	\$12,709,866
Other Funds	\$9,457,265

STIP* Funds by Category for 2004-2006



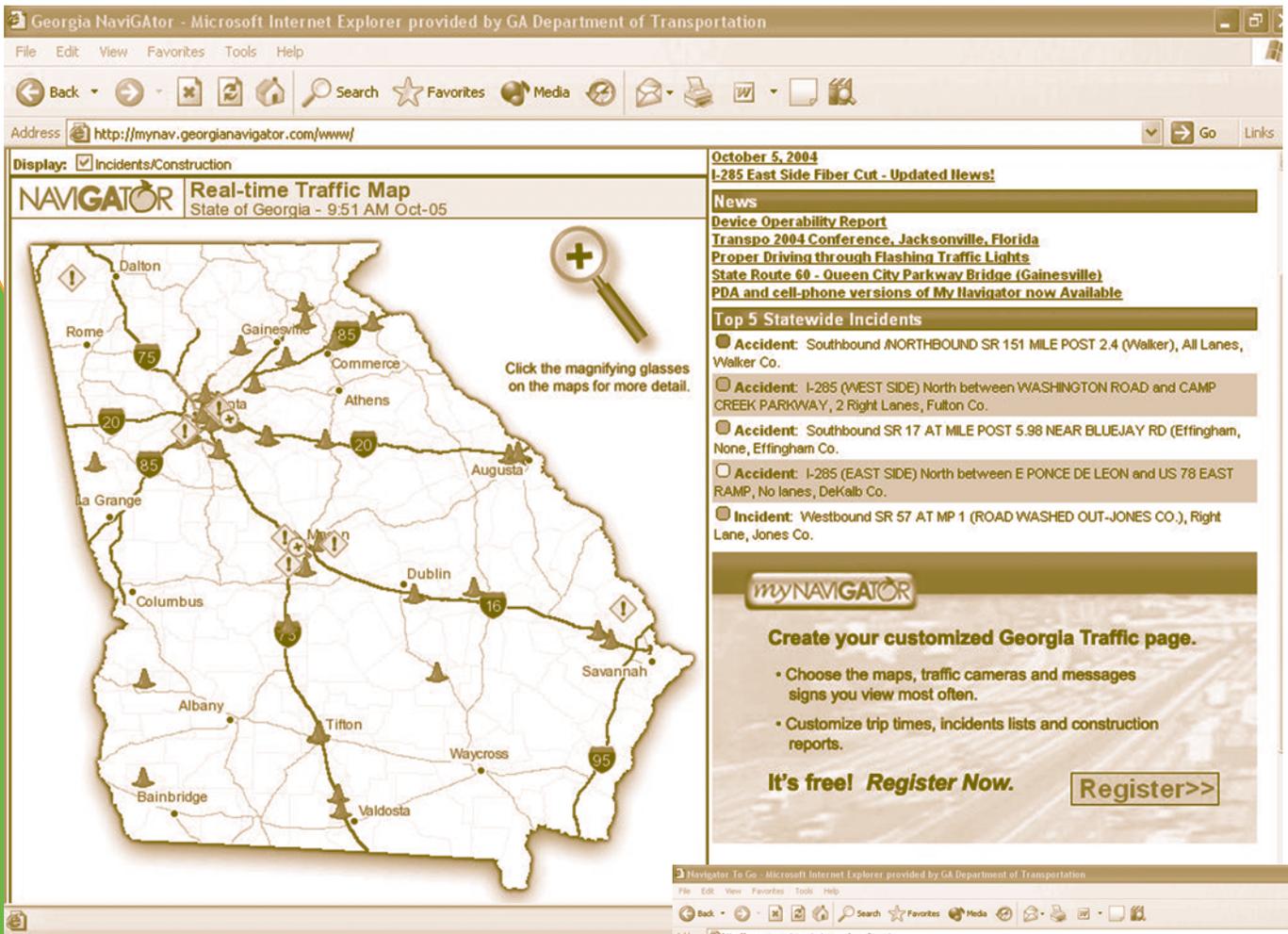
TRANSPORTATION FUNDING

* Statewide Transportation Improvement Program

* Costs are in the thousands

**Total STIP Program Estimate
Fiscal Years 2004-2006:**

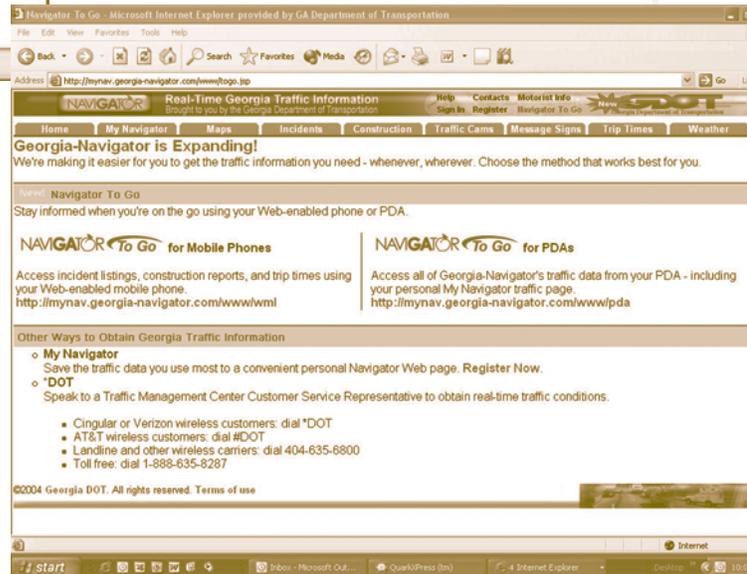
\$7.2 Billion



WWW.dot.state.ga.us

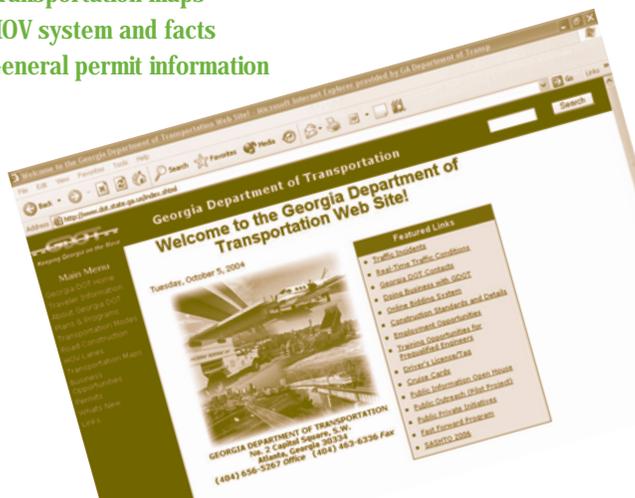
What the website has to offer:

- Georgia DOT general information
- Frequently asked questions
- List of primary contacts
- Responsibilities and breakdown of Georgia DOT divisions and offices
- Traveler information
- MY NaviGator information
- Up-to-date traffic conditions
- Current construction projects
- Transportation maps
- HOV system and facts
- General permit information



Links to other important websites

- Georgia DOT Navigator www.georgia-navigator.com
- U.S. Department of Transportation www.dot.gov
- Bureau of Transportation Statistics www.bts.gov
- Federal Highway Administration fhwa.gov



Accident Investigation Sites (AIS)

Interstate shoulder extensions that provide a safe area for motorists involved in accidents to exchange information.

Alternative Modes

Transportation modes other than one person in a motorized private vehicle, such as transit, walking, bicycling or carpooling.

Arterial

A major highway that is primarily for through traffic and usually on a continuous route. It serves major traffic movements while providing access to abutting land.

Bicycle Lane or Bike Lane

A portion of a roadway that has been designated by striping, signing and pavement markings for preferential or exclusive use of bicycles.

Categorical Exclusion

Examples of categorical exclusions are actions which, based on past experience with similar actions, do not do any of the following: induce significant impacts to planned growth or land use for the area; require the relocation of significant numbers of people; have a significant impact on any natural, cultural, recreational, historic or other resource; involve significant air, noise or water quality impacts have significant impacts; on travel patterns; or otherwise—either individually or cumulatively—have any significant environmental impacts.

Changeable Message Sign (CMS)

Used to advise drivers of traffic or roadway conditions ahead ONI-20, I-75, I-85 and Georgia 400 and, in some cases, recommend alternate routes. The CMS also reduces driver frustration by providing advance warning. A CMS is also referred to as a Variable Message Sign (VMS); also utilized for Amber Alerts and Levi Calls which aide in locating lost, missing or kidnapped individuals.

The Clean Air Campaign

The Clean Air Campaign is a not-for profit organization that works to reduce traffic congestion and improve air quality through a variety of voluntary programs and services. It serves as a clearinghouse for a multitude of organizations that have programs in place to address traffic congestion and air pollution. Collectively they work with more than 600 employers in the region to mitigate traffic congestion and improve air quality.

Commuter Rail

Conventional rail passenger service within a metropolitan area, usually operating over existing, inter-city railroad tracks. A diesel locomotive pulling three (or more) passenger coaches normally provides service primarily in the morning and afternoon home-to-work travel periods.

Conformity

The requirement that state or metropolitan transportation plans, programs and projects be consistent with the State Implementation Plan and attaining federal and state air quality standards. A conformity finding by the U.S. EPA is required as part of the federal review of Transportation Plans and Transportation Improvement Programs.

Congestion Management System (CMS)

A systematic process which provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods. A CMS includes methods and evaluates performance, identifies alternative actions, accesses and implements cost-effective actions and evaluates the effectiveness of implemented actions.



Congestion Mitigation and Air Quality Improvement Program (CMAQ)

A special provision of the ISTEA that directs funds towards projects in Clean Air Act Non-Attainment areas for ozone and carbon monoxide.

Construction Work Program

A listing of all projects to be funded by/through the Department in a six-year time frame. The project may include Preliminary Engineering (PE), Right of Way (R/W), and/or Construction (CST) phases. Most projects are roadway and bridge construction projects; however, the CWP includes other non-roadway projects as well (e.g., transit, bike and pedestrian, railroad crossings, etc.).

***DOT (*368)**

Free cellular phone service for motorists who see or are involved in an accident or traffic congestion. These phone numbers connect to the Traffic Management Center's operators, who can provide information on roadway incidents.

**Daily Vehicle Miles Traveled (DVMT)**

A daily average of the amount of miles a vehicle travels on Georgia's public roads.

Development of Regional Impact

Any development that, because of its character, magnitude or location, would have substantial effect on the health, safety or welfare of more than one county, city, town or other political subdivision.

District

A management region defined by the Georgia Department of Transportation. The Department's 7 district offices throughout the state provide localized services.

Draft Environmental Impact Statement (DEIS)

An environmental document that is prepared when: it is initially determined that the action/project may cause significant impacts to the environment; when environmental studies and early coordination indicate significant impacts; or when review of the environmental assessment indicates that the impacts anticipated to result from the project may be significant. The DEIS compares all reasonable alternatives to the proposed project and summarizes the studies, reviews, consultations, and coordination required by legislation and Executive Orders to the extent appropriate at the draft stage in the environmental process. This document lists all entities from which comments are being requested.

Environmental Assessment (EA)

A document that assesses an action that is not a categorical exclusion and does not clearly require the preparation of an environmental impact statement (EIS), or where the Federal Highway Administration believes an environmental assessment would assist in determining the needs for an EIS.

Environmental Documents

Environmental impact reports and statements, negative declarations, initial studies and environmental assessments under CEQA and NEPA.

Environmental Impact Statement (EIS)

A detailed statement prepared under NEPA presenting studies and information needed to identify and assess the significant effects a project may have on the quality of the human environment.

Environmental Justice (EJ)

According to U.S. EPA, it is the fair treatment of people of all races, income and culture with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment implies that no person or group of people should shoulder a disproportionate share of negative environmental impacts resulting from the execution of this country's domestic and foreign policy programs.

Environmental Protection Agency (EPA)

A federal agency charged with protecting the natural resources of the nation.

Environmental Protection Division (EPD)

A federal agency charged with protecting the natural environment.

Feasibility Study

A study about a project's feasibility that is summarized in a document. The study addresses issues including the project's cost, effectiveness, alternatives considered, analysis of alternative selection, environmental effects, public options and other factors. The Major Investment Study replaced the Feasibility Study for major projects involving federal funds under the ISTEA.

Final Environmental Impact Statement (FEIS)

An environmental document is prepared following the Draft Environmental Impact Statement (DEIS), which includes the results of the public involvement process and agency input of the DEIS. This document summarizes the substantive comments on social, economic, environmental and engineering issues made as a result of the public involvement process, and documents compliance with requirements of all applicable environmental laws, Executive Orders and other related requirements.

Flexible Funding

Authority given to the recipients of federal funds to carry out transportation projects and provide transportation services with minimal governmental restrictions. This can also be applied to state and local funds.

Geographic Information System (GIS)

An organized collection of data that utilizes computer software and a hardware system to assemble, store, analyze and display geographically referenced information.

Georgia Rideshare Program

Transportation program that provides a safe and convenient way to commute to and from destinations through the operation of carpools, vanpools and Park & Ride lots.

Governor's Road Improvement Program (GRIP)

A statewide system of four-lane highways that enhance economic development throughout the state. Initiated in 1989, it consisted of 14 corridors with 2,690 miles of roadways. The corridors included: the Appalachian Developmental Highway, Corridor Z (South Georgia Parkway), US 27, US 82, Fall Line Freeway, US 319, US 19, US 84, US 1/SR 17, Savannah River Parkway, Golden Isles Parkway, US 441, SR 72, and the Outer Perimeter. GRIP also included 113 miles of truck access routes. At the time the growth corridors were adopted, two of the routes were completed. They were the Appalachian Development Highway and Corridor Z (South Georgia Parkway). During the 1994 legislative session, the General Assembly added the Appalachian Foothills Parkway to the system. Excluding the Outer Perimeter and the Foot Hills Parkway (169 miles), the corridors originally consisted of 2,105 miles of roadway in 1989. This has grown to 2,156 miles due to bypasses and a more accurate determination of the mileage as projects were designed.

High-Occupancy Vehicle Lane (HOV Lane)

Travel lanes designated only for vehicles carrying two or more occupants, motorcycles, alternative fuel vehicles and emergency vehicles travelling on I-20, I-75 and I-85 within the metro Atlanta area.

Highway Emergency Response Operators (HEROs)

Department of Transportation employees who are skilled at offering assistance to motorists with vehicle problems or individuals involved in accidents on Atlanta interstates.



Infrastructure

In transportation planning, all the relevant elements of the environment in which a transportation system operates. In transit systems, all the fixed components of the system such as rights-of-way, tracks, signal equipment, stations, park-and-ride lots, bus stops and maintenance facilities.

Intelligent Transportation Systems (ITS)

Initiatives by government and industry to improve safety, mobility, efficiency, productivity and environmental quality of transportation systems through the use of modern electronics and communications technologies.

Intermodal Management Systems (IMS)

A systematic process of identifying key linkages between one or more modes of transportation, where the performance or use of one mode will affect another, defining strategies for improving the effectiveness of these modal interactions, and evaluation and implementation of these strategies to enhance the overall performance of the transportation system.

Intermodal Surface Transportation Efficiency Act (ISTEA)

Surface transportation legislation created by Congress in 1991 to guide and fund the nation's transportation system through fiscal year 1997.

Interstate

A freeway that is part of the Dwight D. Eisenhower National System of Interstate and Defense Highways (the Interstate System); a divided highway which can be accessed only by on and off ramps.

Local Assistance Road Program (LARP)

The Georgia resurfacing program designed to assist local governments in preserving their paved road systems.

Major Investment Study (MIS)

A study and resulting document that replaces Feasibility Studies under ISTEA for major improvement projects involving significant Federal funds. A MIS includes the study of factors that may justify a proposed project such as its cost effectiveness and overall effectiveness and incorporation or intermodal transportation. Measures of Effectiveness are defined and calculated as part of the MIS. The MIS also requires consideration of other transportation modes as well as broader public and agency input.

National Environmental Policy Act (NEPA)

The national environmental law that establishes procedures for conduction of a environmental analysis for a project involving federal action.

National Highway System (NHS)

A network consisting of the Interstates and other specifically designated routes which provide access to major intermodal facilities and to key military bases.

NAVIGATOR

Georgia's integrated Intelligent Transportation System designated to minimize congestion of freeways and improve traveler safety within the metro Atlanta area.

Non-attainment Areas

These are geographical areas, defined by the Environmental Protection Agency, whose air quality does not meet Federal air quality standards designed to protect public health.

Park & Ride

Transit access mode in which passengers drive or bicycle to a transit station, park in a specified area and ride the transit system from there to their destination.

Right of Way (ROW)

The land (usually a strip) acquired for or devoted to transportation purposes. For example, highway ROW and railroad ROW.

Statewide Transportation Improvement Plan (STIP)

A list of federally-funded, priority transportation projects proposed to be carried out in the first three years of adoption.

Statewide Transportation Plan (SWTP)

An outline for meeting Transportation 2000 objectives over a 20-year period.

Surface Transportation Assistance Act of 1982 (STAA)

A highway program that designates national routes for oversized trucks to move freight throughout the state.

Surface Transportation Program (STP)

A block grant program that can be used for any roads that are not functionally classified as local or rural minor collector roads.

Transportation 2000

A vision adopted by the Georgia State Board of Transportation to guide the state's transportation program into the 21st century.

Transportation Control Centers (TCC)

Satellite transportation management facilities that are linked directly to the TMC, establishing a regional transportation management system.

Transportation Enhancements (TE)

A transportation enhancement project that uses funding from TEA-21 to enhance the public's transportation experience by concentrating on cultural, natural and scenic areas.

Transportation Equity Act for the 21st Century (TEA-21)

Legislation that provides \$198 billion in federal funding for highways, highway safety, transit and other transportation programs (1998-2003).

Transportation Management Center (TMC)

The state-of-the-art facility which houses Georgia's NAVIGATOR system.

Unified Planning Work Program (UPWP)

Document required by the ISTEA that contains a description of all proposed transportation-related planning activities and air quality planning activities undertaken in a metropolitan region in a given year.

Urban Transit Service

Public transportation service located within an urban area that operates on a fixed schedule along designated routes. Service is available to anyone who pays a prescribed fare.

Vehicle Miles Traveled (VMT)

The total number of miles traveled on all roadways by all vehicles. Reducing VMT can help ease traffic congestion and improve air quality.

NOTES



GEORGIA DEPARTMENT OF TRANSPORTATION

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